

2002 IGC Caterham Superlight Challenge Regulations

Issued by the BRSCC: Monday, 18 February 2002

Issue No 1:

IGC Caterham Superlight Challenge Regulations 2002

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INTRODUCTION

Top rung on Caterham's motorsport 'ladder of excellence', the **IGC** Superlight Challenge offers brilliantly close performance-car racing within a strongly promoted and well publicised championship that attracts not only young up-and-coming drivers but also the more experienced campaigner.

Powered by the potent 1.8-litre Rover VHPD engine, which in track trim offers 200bhp, the Superlight is a stunningly fast - yet very safe – racer blessed by superb road holding thanks to its Avon slick racing tyres.

Half-hour races and a number of double-headers during the season ensure that competitors enjoy unrivalled track time for their money. Full technical back-up is available at the track from Caterham personnel.

[The 2001 Superlight Challenge Champion is Chris Cooper.](#)



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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2002 IGC Caterham Superlight Championship is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Championship Prescriptions of the MSA (The Royal Automobile Club Motor Sports Association) and these Championship Regulations.

MSA Championship Permit No: CH02073
Race Status: [Nat A](#)
MSA Championship Grade: [C](#)

1.2 OFFICIALS

1.2.1 CO-ORDINATOR:

Kay Carter,
14 High Street, Packington,
Ashby-de-la-Zouch, Leics
LE65 1WH.
Direct Line: 01530 416571
Fax: 01530 563321
Mobile: 07711 713082
Email: kay.carter@superlight.org

1.2.2 ELIGIBILITY SCRUTINEER:

Lee Fowler
Cherry Tree
27 Nutham Lane
Southwater
Sussex RH13 7GG
Tel: 01403 732636 (h)
Tel: 07970 781390

1.2.3 CHAMPIONSHIP STEWARDS:

J Ward, C Norman, T Iddon, D Wells.
Any three Championship Stewards will constitute a quorum

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be in possession of a valid 2002 MSA Entrants Licence.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (A) or above licences. Or be in possession of a valid licence and medical issued by the ASN of a member country of the European Union. (E 2.21.4)

1.3.3 All Drivers **must be fully registered for the 2002 Caterham Superlight Challenge (unless already registered for the 2002 Caterham Eurocup)** in order to be eligible to take part in any of the races forming this championship. Unregistered drivers will not be permitted to qualify or take part in any of these events.

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

1.3.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

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1.4 REGISTRATION

- 1.4.1 All drivers must register with the co-ordinator not less than 1 week before practice of the first round being entered for the championship by returning the registration form enclosed to the Co-ordinator. If an entrant wishes to nominate more than one driver during the course of the season he must complete one registration form for each driver.
- 1.4.2 A registration fee of **£500** is payable for this championship in respect of each vehicle. Cheques should be made payable to CATERHAM CARS LIMITED and be sent with the registration form to the Co-ordinator. Teams may register Hire Cars for the championship, the fee for which is £500 payable to CATERHAM CARS LTD. Hire drivers taking part in these vehicles must still send completed registration forms and information to the co-ordinator at least one week before the round that they wish to enter. **All vehicles will retain the competition number allocated to that car, irrespective of the driver.**
- 1.4.3 Registrations will be accepted from 1 January 2002 until 1 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 2002 with priority given to drivers who competed in the 2001 Caterham Superlight Challenge wishing to retain their 2001 numbers. The only exception will be the number 1 which will be reserved for the 2001 championship winner. Should the current champion not re-register for the series the number one will not be allocated to any competitor during the season. From 1st March competition numbers will be allocated by the co-ordinator.

1.5 CHAMPIONSHIP ROUNDS

The Caterham Superlight Championship will be contested over **12** rounds, dates and venues as follows:

Date	Circuit	Organising Club
13-14-Apr	Donington Park	BRSCC
3-4-May	Silverstone	BRSCC
25-26-May DH	Croft	BRSCC
22-23-Jun	Castle Combe	BRSCC
20-21-Jul	Rockingham	BRSCC
17-18-Aug	Oulton Park	BRSCC
31-Aug-01-Sep	Snetterton	BRSCC
14-15-Sep	Thruxton	BRSCC
04-05-Oct	Brands Hatch	BRSCC

DH = Double Header.
All races will be of 30 mins duration.

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1.6 SCORING

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

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

All other classified finishers 1

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

1.6.2 **The totals from all rounds of the championship will determine the final Championship points and positions.**

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

1.7 AWARDS

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

1.7.2 Per Round:

1st	4 Avon Slick tyres (2 front, 2 rear)
2nd	3 Avon Slick tyres (1 front, 2 rear)
3rd	2 Avon Slick tyres (1 front, 1 rear)

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

1.7.3 End of the season awards will be funded by Caterham Cars and presented as follows:

1st	£10,000 cash
2 nd	free registration fee and entries to 2003 Eurocup or parts voucher £2000
3rd	£1000 Caterham parts voucher

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

1.7.4 BONUSSES:

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

1.7.5 PRESENTATIONS:

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

Competitors shall be obliged to attend all prize giving ceremonies for which the race meeting and championship organisers give adequate notice of the dates, times and venues for the same in their final instructions or bulletins.

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1.7.6 ENTERTAINMENT TAX LIABILITY:
In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.
Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.
For further information contact: - The Inland Revenue, Foreign Entertainers Unit, 1 Princes Gate, Solihull, West Midlands, B91 3SA Tel: 0121 6062861 Fax: 0121 6062865.

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

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

In accordance with Section O of the current MSA Yearbook

2.2 CHAMPIONSHIP

In accordance with Section O of the current MSA Yearbook.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURES

3.1 ENTRIES

3.1.1 The organisers are responsible for mailing Supplementary Regulations/Entry Forms to all registered competitors in sufficient time for entries to be made prior to the published selection of entry dates for every round.

3.1.2 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection dates, which shall be 14 days before every round.

3.1.3 All correct and complete entries are to be acknowledged advising the competitors of the acceptance or otherwise, within 5 days of the opening date for entries received in advance of same, or within 5 days of receipt by the organising club after the opening date.

3.1.4 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.5 Any withdrawal of entry or driver/car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance in accordance with B.12.1.12.

3.1.6 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations Plus any late entry surcharge imposed by the club.

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- 3.1.7 Entry Fee refunds will be as per the policy of the Club as published in the Supplementary Regulations for every round.
- 3.1.8 Each Race Meeting organiser may accept up to 20% more entries than specified on the Track Licence for the circuit. All accepted competitors may practice.
- 3.1.9 In the event of any rounds being oversubscribed the Organising Clubs may at their discretion run Qualification Races and if applicable to this championship the procedures for selection are to be as per Final Instructions for the events concerned.
- 3.1.10 Reserves are to be nominated (as per [Appendix J3.8](#) in the MSA Officials Handbook) on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the pit lane and be released to start the Race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.11 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the championship Race.

NB: In the event that a competitor is disqualified during the first race in a double header event, reserves will take precedence over such disqualified competitors in the second race.

3.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings.

3.3 PRACTICE

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship/series criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3. Should the need arise to stop races, RED LIGHTS will be switched on at the Start Line and at all Signalling Points around the circuit in conjunction with Red Flags. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé. Cars may not enter the pits unless directed to do so.

3.4 QUALIFICATION

Every driver must complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify. Selection and order of precedence is as set out in the MSA Regulations and the Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation J 4.4.3.

Any full scoring double-headed events will have separate qualifying sessions for each race.

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3.5 RACES

The standard minimum scheduled distance shall be **30 minutes** but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round.

3.6 STARTS

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.

3.6.2 The Countdown procedures shall be:

Standing Starts:

1 minute to start of Green Flag lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of Green Flag lap.

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

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

3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation J 13.10.2. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.6.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

3.6.7 After the Green Flag lap has been completed and once the starter is satisfied that the cars are ready, a 5 Second Board will be shown to indicate that the start lights are imminent. In the event of any RED/GREEN starting lights failure the Starter will revert to use of the National Flag.

3.7 RACE STOPS

3.7.1 Should the need arise to stop races, RED LIGHTS will be switched on at the Start Line and at all Signalling Points around the circuit in conjunction with Red Flags. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

3.7.2 If the leader at the time of the Red Flag/Lights being displayed has not completed 2 laps the race will be null and void and will be re-started with drivers in their original grid positions. Retired competitors may be replaced by reserves that shall be started from the back of the grid. Gaps on the grid created by retirements must not be closed prior to the start of the race. The Clerk of the Course is to be responsible for determining the length (in laps) of any restarted race.

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3.7.3. If the leader had completed more than 2 race laps but less than 75% of the race distance or duration the race will be run in two parts. The grid for the second part will be based upon the finishing order of the cars crossing the finish line at one lap less than the time of showing the Red flag in the first part. Non runners at the time of stopping, will be allowed to take the restart, from the back of the grid in reverse order of retirement. Drivers must have started the first part to qualify for the second part. The classified result of the race will be the order of finishing at the end of the second part. The Clerk of the Course may order that the duration of the second part, or of the rerun, shall be of a shorter distance than originally scheduled, or may be abandoned.

3.7.4. If the race had to be stopped after the leader had completed more than 75% of the race distance, it will be considered to have finished. The finishing order shall be based upon the finishing order of the cars crossing the finish line at one lap less than the number of laps completed by the race leader at the time of showing the Red Flag. Only competitors still running at the time of the showing of the red flag will be classified in the results.

3.8 RE-SCRUTINY

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 PITS AND PITLANE SAFETY

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

3.9.2 PIT LANE: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lanes.

3.9.3 REFUELLING: May only be carried out in accordance with the MSA J 14 Regulations, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.10 RACE FINISHES

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

When the race has run for 25 minutes the leader and the whole field will be shown a 5 minute board. The leader and the whole field will then be shown the last lap board. On completion of the last lap, the chequered flag will be shown.

After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or pit lane.

3.11 RESULTS

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

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3.12 TIMING MODULES

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

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

4 SPORTING REGULATIONS - 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 O 3.3

4.1.2 Arising from post race scrutineering or judicial action:

Minimum penalty: The provisions of MSA Regulation O 3.5.1 (a) and (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 O 3.5.1 (c)

4.1.3 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

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

Multiple Qualifying/Multiple Race.

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

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

The offences are;

- a Reckless or dangerous driving in the course of a meeting. (see O.1.1.5)
- b Careless driving in the course of a meeting (see O.1.1.6.)

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4.1.3 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

The Stewards of the Championship reserve the right to impose further penalties on competitors found to have transgressed any of the technical regulations up to the following levels:

Exclusion from the championship of any competitor who is penalised three times for technical infringements during the course of one season.

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

4.2.1 Any driver deemed by the Stewards of the Championship to have brought the promoter (Caterham Cars) the championship or the sport into disrepute through his or her behaviour or actions, wherever this may be, may be subject to disciplinary measures imposed by the Stewards of the Championship including points penalties, mandatory driving assessment, instruction, race bans or exclusion from the Championship.

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5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot. All references to the MSA Yearbook (blue book) relate to the current edition.

5.1.1 SCRUTINEERING

The official MSA Eligibility Scrutineer and 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 Challenge cars must comply with the requirements as laid down in the Technical regulations at all times, whether during official practice or racing and it is the Entrant's responsibility to ensure all such requirements are met. Any infringement of the Technical Regulations will render the competitor liable to penalties as set out in Section 4 of these regulations.

Technical checks may be carried out before, during and after practice and again at the end of the race. The Eligibility Scrutineer or his deputy is empowered to undertake any form of technical verification procedure that he deems necessary and may order the removal of parts from the car, substitution of standard parts, or for the car to be otherwise dismantled in order to carry out inspection. **Cars may be taken back to Caterham Cars after any race meeting for full technical checks.** This specifically includes the substitution of parts at random and the Scrutineer has the right to swap components from car to car.

The Eligibility Scrutineer reserves the right to check any suspect part directly with a standard part as supplied by Caterham Cars Ltd. Suspect parts that might need to be removed for checking elsewhere will be marked by 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 immediately after a race or timed practice and its brake horsepower measured over a representative range of engine speeds. The organisers cannot be held responsible for mechanical damage to engines and transmissions when under test. However such tests will not put the cars through any stresses beyond normal design limitations.

Although the co-ordinator or Jez Coates of Caterham Cars are happy to advise competitors on rules and regulations, they are not empowered to give any kind of judgement regarding the eligibility of cars.

Finally, don't forget that although your Scrutineer is happy to speak to you about these regulations, it is extremely discourteous to contact him after 10.00pm.

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5.2 GENERAL DESCRIPTION

The Caterham Superlight Challenge is a one make racing Championship for competitors participating in the **2001** modified specification Rover VHPD (Very High Power Derivative) 1.8 litre 16 valve powered Caterham Sevens supplied exclusively for this championship. It is not permissible to update an existing road car to this unique specification. New cars are supplied to competitors in CKD form and must be assembled as per the detailed instructions provided by Caterham. No modifications whatsoever are allowed from the basic specification except those described below.

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

5.2.2 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. Queries concerning eligibility should be referred in writing to the organisers/championship/series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment.

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5.3 SAFETY REQUIREMENTS

All cars must conform to the general and competition regulations of the MSA Ltd, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. You should refer to the current MSA Yearbook sections E12, J(C) and Q Safety Requirements.

A Caterham Cars supplied FIA approved full rollover cage (Caterham part number 79133) must be fitted without further modification and must be bolted, not welded in place. The cage incorporates a head restraint to Q13, which **must** be covered with some form of padding. The Caterham supplied rear wheel/cockpit protection bar must be fitted. It is mandatory to use the cockpit wishbone brace to improve cockpit stiffness. **In the event that the head restraint provided by Caterham Cars is incorrectly positioned for the driver, the design of the head restraint is free providing that it conforms to MSA requirements as laid down in Q13.**

A six point full harness safety belt must be fitted complying with Q2.1.3. Belts designed to pick up on the correct points on the chassis are available from Caterham Cars. The use of arm restraints is mandatory and these are also available from Caterham. Competitors should pay attention to the section on belts involved in accidents and mixing parts of seat belts.

The car must be fitted with a 2.5 kilo capacity plumbed in fire extinguisher to Q3 and Q3.1.2. This system should be capable of being operated from both inside and outside the car, and should 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.

An electrical master switch to Q8 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.

The battery terminals must be located within the engine bay and be protected by a non-conductive cover. The earth lead must be clearly marked in yellow. The MSA Yearbook requires that only the battery master switch be connected to the battery terminals. The brown engine loom power wire on Superlight Rs must therefore be extended to reach the back of the starter motor and connect the red wire from the battery switch.

The car is provided with a safety fuel cell, the use of which is mandatory. This must be mounted in the specified position and the fuel filler vent and screw type cap must comply with Q6. This component has a 5-year life expectancy and must be replaced or returned to the manufacturers (ATL) for revalidation after this period.

The battery terminals must be located within the engine bay and be protected by a nonconductive cover. The earth lead must be clearly marked in yellow.

A high intensity rear light must be fitted, but no other lighting equipment is permitted

The electrical cut out must be marked by a red 'spark' on a blue triangle. The fire extinguisher pull of a plumbed in system must be marked by a black 'E' on a red circle. The ignition switch 'OFF' position must be marked.

You should also refer to section Q9 concerning overalls and Q10 for crash helmets. The wearing of balaclavas and flameproof gloves are mandatory in BRSCC championships. The wearing of open faced helmets in this championship is prohibited.

All chassis are manufactured with towing eyes (J(C) 20.1.3) front and rear and these should be clearly marked with an arrow in a contrasting colour.

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Issue No 1:

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

This is a one make formula and all cars are to be in identical specification with the exception of the adjustments permitted by these regulations.

No standard components can be modified, substituted, relocated or changed in any way except those specified herein.

If in the light of experience safety related changes to these regulations are necessary, competitors will be given at least 10 days notice to effect modifications.

All vehicles must comply with MSA General Technical Regulations contained within Sections E & J of the current MSA Yearbook.

5.5 CHASSIS (SEE CHASSIS/BODYWORK)

5.6 CHASSIS/BODYWORK

Vehicles eligible for this Championship must use the **bespoke chassis (part number CRD98R)** specification unit without the spare wheel carrier, plain aluminium inner trim panels, aluminium cockpit tunnel top, cockpit floor diagonal bracing and equipped with pick up points both for the Watts linkage De Dion top link and the standard radius arm De Dion top link. Cars must run without full windscreens, using the wind deflector instead, without carpets or standard seats and with a simplified dashboard and wiring loom. With the exception of a high intensity rear light, no lighting is legal and all cars must run with cycle wings fitted.

5.6.1 MODIFICATIONS PERMITTED

GENERAL:

Honeycomb floor panels must be fitted to the driver's side of the cockpit. The floor panels can be obtained from Caterham Cars under part number 76817 (Front) and 76818 (Rear) and should be secured to the floor of the cockpit. The floor panels must not be bonded to the side panels.

The Caterham supplied rear wheel/cockpit protection bar (Caterham part number 77851/96) must be fitted.

The use of the cockpit wishbone brace is mandatory.

Design of the head restraint is free provided that it conforms to MSA requirements as laid down in Q13.

A revised stronger top wishbone rear mounting was designed for 1999 and older cars can be fitted with this part. The modification must be done by Arch Motors.

INTERIOR:

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.

EXTERIOR:

The positioning and size of the exterior mirrors is free provided they conform to MSA requirements and cars may run with the optional Caterham supplied tonneau and boot covers fitted. **Caterham** stainless steel protectors may be fitted to the rear wings.

SILHOUETTE:

No modifications allowed.

GROUND CLEARANCE:

Ride height may be adjusted subject to a minimum 110mm ground clearance measured from the lowest point on the chassis side rails with the driver normally seated in the car.

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5.6.2 MODIFICATIONS PROHIBITED

GENERAL:

The standard **Caterham supplied** chassis (**CRD 98R**) must be used unmodified in any way and strengthening or stiffening by whatever means is expressly forbidden, other than those specified in 5.6.1. Only the honeycomb panels permitted in these regulations may be fitted. These should not be bonded into place, but can be riveted to the aluminium floor, not the chassis rails.

INTERIOR:

Do not attempt to add any extra stiffness to the chassis frame. The Eligibility Scrutineer reserves the right to select cars to be returned to the Caterham Cars factory to have torsional stiffness measured. Should there be any deviation from accepted production tolerances the assumption will be made that modifications have been made and that chassis will not be permitted to race again, notwithstanding the application of any penalties. The bolt in the cockpit stiffening wishbone may not be removed. No honeycomb panels are to be fitted to the passenger floor.

EXTERIOR:

It is not permitted to drill any holes into or to modify the outer skin or inner panelling of the car except where specified in the assembly instructions.

Wings and nosecone must remain in glass fibre as standard and the substitution of aluminium or carbon fibre items even though available from Caterham is not permitted.

Carbon fibre rear wings protectors are not permitted.

SILHOUETTE:

No modifications permitted. In particular the front wing location must be as designed by Caterham Cars. The leading edge of the wing to the front bolt fixing must be 65mm +/- 10mm.

GROUND CLEARANCE:

Ride height may be adjusted subject to a minimum 110mm ground clearance measured from the lowest point on the chassis side rails with the driver normally seated in the car.

5.7 ENGINES

Only the Minister Racing Engines modified 1800 cc Rover K series VHPD Superlight R engines are eligible for this class as supplied from the Caterham factory sealed by an MSA scrutineer and the official championship tuner (Minister Racing Engines) to ensure that no unauthorised modifications whatsoever are carried out. Engines must have the original gold Caterham cam cover inserts fitted at all times.

The Superlight specification engine **was** modified for the 2000 **season** and **all engines are now** fitted with a new roller barrel induction system engine management system and engine wiring loom. **In addition modifications were made to the engine management system for the 2001 season. The engines of any vehicles that did not take part in the 2001 Caterham Superlight Challenge must be sent to the official race tuner, Minister Racing Engines, to ensure that all updates to the engine have been done.**

Only engines that have been modified, dyno tested and sealed at Minister Racing Engines of Chatham are eligible for this championship. In the event of an engine failure or wear, the engine must be returned to Caterham Cars or to their specifically appointed race engine tuners, Minister Racing Engines of Chatham, to be rebuilt and resealed. It is the competitor's responsibility to return his engine, fully kitted, to Minister Racing Engines and to pay the cost of the rebuild. Caterham Cars have provided Minister Racing Engines with spare engines that may be purchased or hired.

5.7.1 PERMITTED MODIFICATIONS

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Caterham supplied revised inlet manifold support struts for the new roller barrel system are mandatory and available under part numbers 73455 (front) and 73457 (rear).

The fitment of a highline dry sump pick up pipe is optional and available under Caterham part no. 75716. Fitment of this part is recommended. 1999 and later specification engines are fitted with the high line pickup pipe as standard.

The fitment of revised idler pulley part number 75664 is legal.

The fitment of a remote oil pressure sender is optional and available under Caterham part no. OS01

An alternative dry sump belt tensioner mechanism was introduced in 2000. Both the **earlier and later versions are legal.**

Both standard Rover big end bearings and revised Caterham specification bearings (part number 73474) are legal

Fitment of oil cooler kit OC06 is mandatory for the **2002** season.

Fitment of cylinder head blanking pin (part number MREK26) is permitted. Fitment of baffle plate (part number CAT/500/SL) is permitted

No other modifications are permitted.

5.7.2 PROHIBITED MODIFICATIONS

No modification to the Rover VHPD 1.8 litre 16 valve DOHC engine other than those specified in these regulations are permitted. All engines must confirm to the specification held by the championship Scrutineer and Minister Engines.

It is strictly forbidden for a competitor to modify, remove or substitute any component or part of the engine or any of its ancillaries, nor should the 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 Official championship Tuner, the car should not be raced or practised until the MSA scrutineer or Official championship Tuner has inspected the engine and refitted the correct seals. **The scrutineer may require that the engine be removed and taken to Minster Racing Engines to be power tested, the costs of which will be borne by the competitor. If considered necessary, the engine will be dismantled for inspection and the cost of this, and subsequent rebuild, will be borne by the competitor.** All instances of broken seals are logged and reported to the championship organiser. **Suspect engines are most likely to be subjected to strip and inspection at the competitor's costs.**

It is prohibited to make any connection to the outlets on both the air pressure sensor and the fuel pressure regulator. In addition, it is prohibited to connect these outlets to each other.

The throttle potentiometer must remain standard and in the original position.

All engine rebuilds or the fitment of updated components must be carried out by Caterham Cars or their appointed agents, Minister Racing Engines of Chatham, 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. Revised engine mounting rubbers featuring an internal restraint system (**part number BM382FS**) were made available by Caterham Cars during the course of the 2000 season, the fitment of these is permitted. **External engine mounting restraints are no longer mandatory.**

The bolts which hold the right engine mounting bracket and dry sump pump cradle onto the side of the block have been revised to increase thread penetration in the block. This may be

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fitted to all cars (part number BMCH10X100)

A short undertray designed to protect the crankshaft pulley and belt is available from Caterham Cars (part number 70113). No other undertrays are legal.

5.7.4 COOLING SYSTEM:

Use of triple parts radiator Caterham Part number 73159 is mandatory. Use of ECU control cooling fan kit CF01 is mandatory and the cooling fan must be operational at the end of each race. ECUs should be returned to Caterham Cars or Minister Racing Engines to be modified.

Connection of the cooling system bypass circuit is mandatory. No components can be modified or relocated. It is also permitted to fit a stone guard between the radiator and the grille.

Tape should be applied to the radiator or nose cone to maintain an engine water temperature of between 65°C and 75°C. **Higher temperatures will compromise both the performance and reliability of the engine.**

5.7.5 INDUCTION SYSTEM:

A new roller barrel induction system was made mandatory for 2000 and all older engines must be returned to Minister racing engines for modification.

No other modifications are permitted.

The Caterham supplied throttle pedal clasp bush may be fitted if required. Part no. 74127 and should be used in conjunction with a throttle stop.

A throttle stop may be used and design of this is free. Caterham Cars supply a suitable part under number 74128.

5.7.6 EXHAUST SYSTEM:

No modifications to the exhaust system are permitted.

5.7.7 IGNITION SYSTEM:

A Caterham/Minister Racing Engines developed management system will be mandatory on all cars for the 2002 season.

The correct Caterham spark plugs must be fitted, these being Champion RC6YCC. The ECUs are sealed and these must not be removed or tampered with or substituted.

No other modifications are permitted.

5.7.8 FUEL DELIVERY SYSTEM:

A Caterham/Minister Racing Engines developed management system will be mandatory on all cars for the 2002 season. No changes have been made from the 2001 specification for the 2002 season.

The fuel pump may be moved from its standard location. The standard item as supplied by Caterham Cars must be used

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

No other modifications are permitted.

5.8 SUSPENSION:

The front "widetrack" suspension is comprised of double unequal length wishbones and an anti-roll bar and features Bilstein competition dampers and coil springs. The De Dion rear suspension is located by vertical Bilstein competition dampers, Aframe lower link and a Watts top link.

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No modifications to the suspension supplied will be allowed and all pick up points must be unchanged from standard. The only permitted dampers will be those available under Caterham part No. 74501 front and 74502 rear. These dampers must not be dismantled in any way and must retain standard bump rubbers which may not be cut down or otherwise modified. Dampers may be fitted either way up. The standard cast iron front hubs must be retained.

De Dion tubes should be changed as a matter of course following an accident. It is recommended that De Dion tubes are regularly inspected for damage. Failure to tighten damper securing bolts to the threaded bushes may result in the bush being torn out of the tube. **A revised version of the existing tube with stiffening gusset to the damper bush has been introduced in 2001. This tube is legal and retains the same part number (79028) as the previous version.**

5.8.1 MODIFICATIONS PERMITTED:

Ride height may be adjusted using the damper spring seats subject to the minimum ride height requirements

Front and rear coil springs are free provided that they must be single rate linear items within the limits specified below. They must mount in the same positions as standard and be made of steel. Only one spring may be fitted to each damper. Maximum spring rates are as follows:

Front: 400lb per inch displacement
Rear: 300lb per inch displacement

It is permissible to adjust front camber and castor angles by means of the adjustable length top link provided and by shimming the lower wishbone with washers.

A selection of front and rear anti-roll bars are available from Caterham Cars locating in the standard positions and secured to the chassis and suspension in exactly the same way. Only Caterham supplied anti-roll bars may be used.

It is permitted to remove or disconnect the rear anti-roll bar. The front anti-roll bar may also be removed, but if fitted must be properly connected.

No modification can be made to the De Dion tube except that shims may be inserted to adjust camber and toe angles as required.

Front and rear damper spring seats may be modified by removal of metal only to allow greater adjustment of spring positioning. **Later specification spring seats with radial holes in lieu of castellations are legal. This part retains the existing Caterham part number.**

It is permitted to create circlip grooves to the body of the shock absorber to allow the fitment of different length springs. No other machining or modification in any way to the dampers themselves is permitted

A kit consisting of a new 'A' frame, 2 mounting brackets and 2 rear anti-roll bar mounting brackets was made available for the 2000 season and may be fitted as optional. Part number XUR2001. Further modifications were made to this kit mid season as follows: 5/16 bolts should replace any existing M6 bolts. The bracket, mounting blocks and chassis bush should be drilled to accept the 5/16 bolts. 2 x strengthening straps and fixings are supplied to bolt the relocation kit into place at the previous 'A' frame mount to provide further strengthening.

5.8.2 MODIFICATIONS PROHIBITED:

No other modifications whatsoever are permitted to the car's suspension and suspension components must not be modified in any way nor may suspension pick up points be changed.

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- 5.8.3 WHEELBASE AND TRACK:
Must not deviate from the manufacturers specifications.

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

5.9 TRANSMISSION:

The standard 6 speed transmission specification including gearbox, bellhousing, clutch, axle and differential must be retained and fitted according to standard specification.

All cars must run with the ZF limited slip differential which is supplied fitted with 30° angle differential ramps, ground to Caterham specification to reduce preload. The differential can be fitted with shims to enhance static break-off torque to restore worn items to original performance or adjust it to driver preference. These parts are available from Caterham Cars under part [number 77005 \(0.005"\)](#) and part number [77010 \(0.010"\)](#)

5.9.1 MODIFICATIONS PERMITTED:

Standard ratio clutch pedal ([part number 74410A](#)) is legal to adjust pedal efforts to driver preference. A clutch stop may be fitted and the design is free. Caterham supply a suitable part under part number 74128.

An optional revised nose piece for the gearbox with a longer larger diameter steel sleeve is available under Caterham part number 70004C.

The design and make of the gear knob is free.

Following the introduction of the Caterham 6 speed gearbox in the Superlight Challenge, the following upgraded parts have been introduced and are legal:

2 nd gear	part number 70043U
3 rd gear	part number 70045R
5 th gear	part number 70040U
Layshaft	part number 70065U

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

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

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

5.9.2 MODIFICATIONS PROHIBITED:

Other than those specified above no modifications whatever are permitted. No modifications are permitted to the flywheel. The use of a Superlight R 500 flywheel is expressly prohibited.

All versions of the clutch cover sold by Caterham Cars under part numbers 72603 and 72603R are legal.

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

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

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5.9.3 TRANSMISSION AND DRIVE RATIOS:
The gearbox is the Caterham six speed unit fitted with the following ratios which may not be changed:

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

Final drive ratio fixed at 3.38 : 1

5.10 ELECTRICS

The standard electrical system and wiring loom must be retained with all items working correctly. It is permitted to substitute non-standard dashboard instruments or data logging systems.

It is permitted to substitute the race specification vehicle wiring loom with a Caterham road-going specification loom (to allow fitment of road-going electrical equipment).

The inertia cut out switch may be removed but if in place must be working.

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

5.10.1 EXTERIOR LIGHTING:
No exterior lighting may be fitted other than the rear fog light.

5.10.2 REAR FOG WARNING LIGHT:
A rear fog warning light must be fitted, as per standard Caterham specification and should be used in conditions of poor visibility.

5.10.3 BATTERY:
The battery position and battery itself are free provided it is securely located within the engine compartment.

5.10.4 ALTERNATOR:
The alternator must remain fixed, unmodified and working.

5.10.5 STARTER MOTOR:
Caterham supplied starter motors under the following numbers are all acceptable:

Fitted as standard to cars pre 2000	NB/26656
Fitted as standard to cars post 2000	70264
Recommended race specification	70265

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. Race type reservoir caps must be fitted to the master cylinder for competition.

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5.11.1 MODIFICATIONS PERMITTED:

Brake pads are free.

An optional up rated brake kit is available from Caterham Cars under part No. MB01. This consists of 4 pot alloy front calipers, 10" ventilated front discs and alloy 2 pot rear calipers. **Further more, later specification Caterham branded black powder-coated 4 pot brake calipers (part numbers 77196 and 77197) are legal.**

An optional rear upgrade kit consisting of ventilated 10" discs and revised calipers is available under Caterham part number MB08R.

It is permitted to fit brake limiting valves in either or both front and rear circuits. It is also permitted to mount the valve in the cockpit so as to be adjustable by the driver when normally seated in the car. The make of valve is free.

It is permitted to insert shim washers into the standard master cylinder or to fit an adjustment bolt to reduce 'dead' pedal travel.

The use of standard **(part number 74221A)** and high ratio **(part number 77198A)** brake pedals are permitted to adjust pedal effort to driver preference.

Race specification brake master cylinder (part number 77176) is legal.

5.11.2 MODIFICATIONS PROHIBITED:

No other brake modifications are permitted. .

5.12 WHEELS AND STEERING

The car is fitted with rack and pinion steering using a rack with 1.93 turns lock to lock. The steering column is telescopic for safety and includes a limited range of adjustment.

1998/99 cars were supplied with aluminium 6 1/2" x 13" Caterham 2 piece split rim wheels at the front (part no. 77382B) and 8 1/2" x 13" Caterham 2 piece split rim wheels at the rear (part no. 77383B).

2000/2002 specification cars are supplied with 6 1/2" x 13" 3 piece magnesium centre front wheels (part number 77382RM) and 8 1/2" x 13" 3 piece magnesium centre rear wheels (part number 77383RM)

It is mandatory to use the 6" x 13" one piece aluminium wheels (part nos. 77392 or 77393) with wet tyres only.

5.12.1 PERMITTED OPTIONS:

It is permitted to use the alternative magnesium and aluminium wheels available under part number 77382RM (front) and 77383RM (rear).

An optional faster steering rack with 1.75 turns lock to lock is available from Caterham Cars under part no. 75605A. This rack requires extension pieces to be used on the wide track front suspension (part nos. 74081) **In addition, a faster rack which does not require extension is legal. (part number 75604A)**

The steering wheel is free and in addition it is permitted to modify the steering column to take a quick release steering wheel.

5.12.2 PROHIBITED OPTIONS:

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

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5.12.3 CONSTRUCTION AND MATERIALS:
No changes are permitted except as specified in these regulations.

5.12.4 DIMENSIONS:
All dimensions must remain within manufacturer's specification, except where permitted within these regulations

5.13 TYRES

5.13.1 SPECIFICATION:
Cars must run on control slick racing tyres sized at 7" x 20" x 13" front and 9" x 20" x 13" rear, or wet racing tyres size 160/530 R 13 and marked for the exclusive use of the Caterham Challenge. Wet compound tyres must be used in treaded form only.

It is **NOT** permitted to use tyre valves that prevent the pressure exceeding a pre-set maximum. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.13.2 NOMINATED MANUFACTURER:
All tyres must be manufactured by Avon and the tyre codes which are moulded into the tyre wall, are as follows:

Front	SLICK	10594	WET	10008
Rear	SLICK	6885	WET	10008

5.14 MINIMUM WEIGHT LIMIT

The car without driver must weigh not less than 505 kilos. Competitors are recommended to check the weight of their cars and add ballast if necessary

The minimum weight limit including driver (wearing helmet, overalls, gloves and shoes) will be strictly enforced at 595 kilos so drivers lighter than 90 kilos may need to add ballast.

Any ballast that is carried must be in the form of flat lead plates fitted within the passenger seat area and must be securely bolted to a chassis tube.

5.15 FUEL TANK AND FUEL

5.15.1 TYPE OF FUEL TANK:
The standard safety fuel cell 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 bag tank has a life expectancy of 5 years and must be replaced or returned to the manufacturer (ATL) for revalidation after this period.

5.15.2 LOCATION OF THE FUEL TANK:
The tank must be located in its correct standard position.

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

5.16 SILENCING

All cars must be silenced to comply with MSA regulations under E12.17. Silencer **(part number CSP 564) supplied by Caterham Cars complies with MSA** regulations but performance will degrade with use. It is the competitor's responsibility to ensure that his car complies with these limits, which are strictly enforced at many circuits.

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5.17 COMPETITION NUMBERS/DECALS

5.17.1 Positioning of Decals: Competition numbers must be positioned so as to be clearly visible from above and from the side, as per MSA regulations under E11.3.11. In particular, side facing numbers wrapped across the bonnet side are not acceptable as they cannot clearly be read by the timekeepers.

The correct number squares must be used showing the championship title mounted on the nosecone and on each body side. Trade and sponsorship decals must be carried at all times and competitors will be notified of these before the first round. All cars must carry BRSCC shields.

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

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6. APPENDICES

6.1 RACE ORGANISING CLUB AND CONTACTS

6.1.1 BRSCC Centres Organising Championship Rounds

Centre:	Secretary:	Contact Details:
BRSCC H.Q.		35 Kings Hill Avenue. West Malling Kent ME19 4RR Tel: 01732 848884 Fax: 01732 848989 www.brsc.co.uk
Northern	Graham Whitaker	3 North Close Leeds LS8 2NE Tel: 01132 654182 Email: north@brsc.co.uk
North Western	Tom Dooley	285 Brooklands Road, Manchester M23 9HF. Tel & Fax: 0161 969 6832 Email: northwest1@brsc.co.uk
Midland	Barry Ashman	28 Houting, Dosthill, Tamworth, Staffs B77 1PA. Tel: 01827 260408 Fax: 01827 260027 Email: midland@brsc.co.uk
South Western	Pat Strawford	Castle Combe Circuit, Chippenham, Wilts. SN14 7EY Tel: 01249 782417 Fax: 01249 782392 Email: southwest@brsc.co.uk
East Anglian	Linda Stearn	33 Dane Close, Kedington, Haverhill, Suffolk CB9 7NX. Tel: 01440 761440 Fax: 01440 712852 Email: eastanglia@brsc.co.uk
South Eastern	Claire Williams	11 Oakbank Avenue Walton on Thames Surrey KT12 3QY Tel: 01932 248116 Fax: 01932 248116 Email: claire@brsc.co.uk

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6.1.2 Useful Contacts

BRDC		Silverstone, Towcester Northants NN12 8TN Tel:
BARC	Dale Wells	Thruxton Race Circuit Thruxton, Andover Hants SP11 8PN Tel: 01264 882200
Caterham Cars (factory)	Jez Coates	Unit 2 Kennet Road Dartford, Kent DA1 4QN Tel: 01322 625800
Caterham Cars (sales)	Andy Noble	Station Avenue Caterham Surrey CR3 6LB 07000 000077
Motor Sports Association Ltd		Motor Sports House Riverside Park, Colnbrook Slough SL3 9HG Tel: 01753 765000
Scrutineer	Lee Fowler	Cherry Tree 27 Nutham Lane Southwater Sussex RH13 7GG (day) 07970 781390 (eve) 01403 732636
Grand Prix Racewear	Chris Wilson	Power Road Chiswick London W4 5PY Tel: 0208 987 5500
Minister Racing Engines Ltd	Graham Fuller	Unit G, 17 Revenge Rd Altbarn Industrial Estate Lordswood, Chatham Kent ME5 8UD Tel: 01634 682577 Fax 01634 684674
Cooper Avon Tyres	Robert Meaton	Bath Road Melksham Wilts SN12 8AA Tel: 01225 703101 Fax 01225 707443

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6.2 COMMERCIAL UNDERTAKINGS

6.2.1 VEHICLE PRESENTATION

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

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

It will not be mandatory to wear the **black and silver** Caterham race overalls although their use is strongly encouraged. Competitors wearing non-Caterham overalls may be supplied with championship sponsor badges and will be required to display these on their race overalls. Made to measure stand 21 race suits are available from the Caterham parts department.

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.

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REGISTRATION FORM 2002

NAME OF ENTRANT _____

ADDRESS _____

TEL (DAY) _____ TEL (EVE) _____

MOBILE _____ FAX _____

E:MAIL ADDRESS _____

NAME OF DRIVER _____

ADDRESS _____

TEL (DAY) _____ TEL (EVE) _____

MOBILE _____ FAX _____

E:MAIL ADDRESS _____

I agree to abide by all rules and regulations laid down in the **2002 IGC CATERHAM SUPERLIGHT CHALLENGE** 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 enclose a cheque made out to Caterham Cars Limited for **£500** and I undertake to inform the co-ordinator if the car is sold or I cease participation in the **IGC CATERHAM SUPERLIGHT CHALLENGE**.

SIGNATURE OF ENTRANT _____

SIGNATURE OF DRIVER _____

I understand that this registration cannot be assigned and that I will notify the co-ordinator of any changes to the foregoing information.

Please state preferred competition number from 2 – 99. Preference will be given to **2001** number holders provided that the competitor scored a point in the Caterham Roadsport Challenge during the **2001** season.

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IMPORTANT NOTICE

MANDATORY USE OF TIMING TRANSPONDERS FOR 2002

Due to the increasing number of venues with new pit walls built to FIA height specification, and the very close competitive nature of racing becoming more & more usual, it has been decided that from 2002 onwards, all cars competing in certain BRSCC championship (those with this attached to regulations) race meetings must be fitted with a permanent transponder to alleviate recognition and thus timing problems. See Championship Regulation 3.12. Note this will be mandatory for all BRSCC Championships in 2003

For those competitors who do not already possess an AMB type 260 transponder (or pro), one can be purchased direct from MST sports timing Ltd. See attached form. The price of £160.00 plus VAT is inclusive of one years warranty, insurance, maintenance, upgraded hardware & registration. Transponders would be replaced FOC for any reason except misuse and loss.

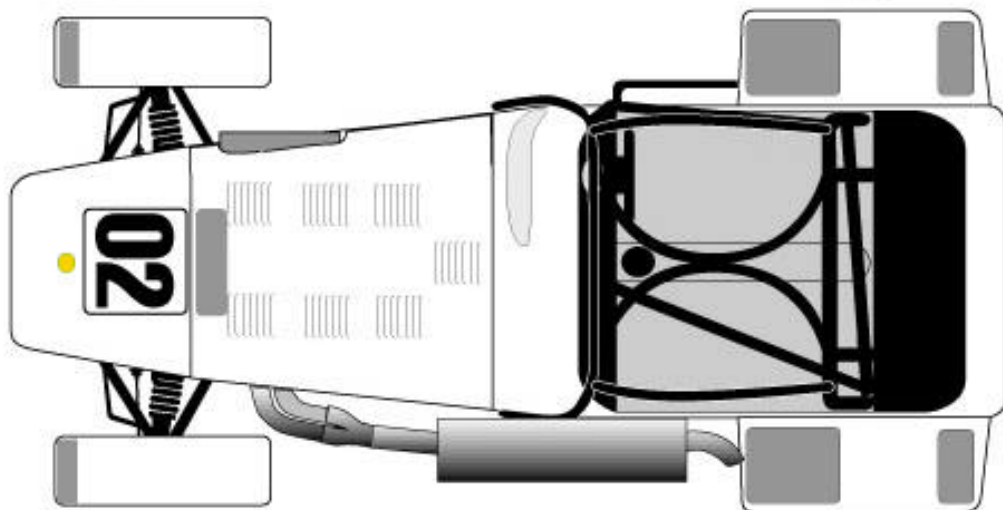
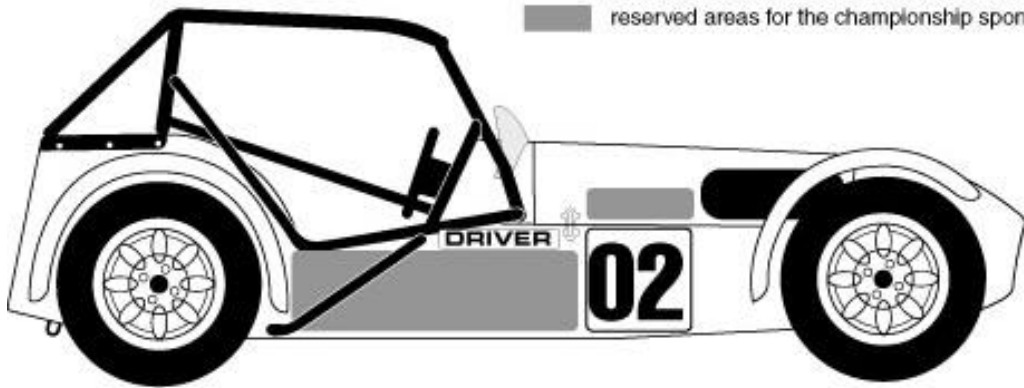
For those competitors who do already possess a transponder, a charge of £25.00 plus VAT is payable to MST to cover extended warranty, insurance, maintenance, upgraded hardware & registration. Transponders would again be replaced FOC for any reason except loss. Please use the same form indicating the 7-digit code printed on the transponder.

These transponders have been designated the standard for use in the UK and most of Europe so no other types should be required. It has been agreed that these transponders will be used until at least 31st December 2005. At MST timed events, they will allow each competitor to view up to date times and positions during practice & racing via their own TV sets which can be plugged into any of the many RF outlets on the pit wall and garages. Most connectors are "f" type, and an "f" to normal TV coax converter can be obtained FOC from the timing room. Also, lap analysis and lap charts along with general classifications & grid will be posted onto the MST website – mstworld.com after each session and can be downloaded and printed if required.

There is also the possibility that at some venues, times could be made available during testing.

CATERHAM SUPERLIGHT R CHALLENGE 2002

■ reserved areas for the championship sponsors



2002 IGC Caterham Superlight Challenge Regulations

Issued by the BRSCC: Monday, 18 February 2002

Issue No 1:



BRSCC 2002 TRANSPONDER ORDER / REGISTRATION FORM

Please photocopy & use one form per transponder required.

I wish to purchase a transponder / I already possess a transponder (Delete as necessary)

Transponder number _____

Title Initials

Surname

Address

Postcode

2002 Championship(s) entered

Telephone email

Prices: Transponder + Postage & Package + Registration £160.00 + VAT + £5.00 P/P = **£193.000 inc VAT**
Or: 2002 Registration only (existing transponders only) = £25.00 + VAT
= **£29.38 inc VAT**

I enclose a cheque / PO order for : £193.00 / £29.38 (Delete as necessary) made payable to **MST sports timing Ltd.**
PO Box 88
Malvern
Worcestershire
WR14 1ZF

Or debit my Visa/Delta/Switch/Mastercard/Access account by the amount above.

Card number.

Valid From Expires End