

AUTOSPORT CATERHAM EURO CUP 2002 RULES AND REGULATIONS

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Section 1 General Provisions

1.1. Organisation

The 2002 Autosport Caterham Eurocup is organised by Caterham Cars Limited in conjunction with the Lotus Caterham Motorsport Club Deutschland as part of the **CATERHAM - YOKOHAMA - RIAL - CHALLENGE**, which consists of several rounds in the form of circuit races. These regulations refer specifically to the Eurocup classes (Superlight and Roadsport) of the Caterham - Yokohama - Rial - Challenge. In the event of any dispute, the German language version of the championship regulations are binding.

1.2. Statutory Basis

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

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

Individual races should be at least 60 km long.

Practice runs should be at least 20 minutes long.

1.3. Participants

Drivers wishing to participate must hold a valid road driving licence and an MSA Competition (Racing) National (A) or above licence, or be in possession of a valid National A licence and medical issued by the recognised ASN of another country. All licences must be shown at signing on at each event.

All drivers must be members of the Lotus Caterham Motorsport Club Deutschland; honorary membership will be bestowed on all Eurocup competitors upon registration for the championship.

The Lotus Caterham Motorsport Club Deutschland reserves the right to refuse membership, without explanation. Caterham Cars Ltd reserves the right to refuse Eurocup registration, without explanation.

1.4. Provisional Event Dates 2002:

1&2.	17 - 19 May	Spa-Francorchamps
3&4	12 - 14 July	Zandvoort
5&6	13 - 15 September	Dijon
7&8	4 - 6 October	Brands Hatch
9&10	18 - 20 October	Nürburgring GP

2 practice runs of 20 minutes and 2 races of 60 km are driven per event.

1.5. Championship registration

A registration fee of **£500** (sterling) is payable for this championship in respect of each Superlight vehicle or **£300** (sterling) in respect of each Roadsport 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 Superlight / £300 Roadsport 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 two weeks before the round that they wish to enter. Drivers wishing to contest a selected number of races only may register for the championship on a per-meeting basis of **£150** (sterling) for both Superlight and Roadsport vehicles.

1.6. Event entry fees

Drivers wishing to enter all **FIVE** meetings may pay in advance a **£1,500** discounted entry fee. Cheques should be made payable to CATERHAM CARS LIMITED and be sent with the registration form to the Co-ordinator. Drivers wishing to enter on a per-meeting basis will pay **£360** for each meeting entered. Completed entry forms and entry fees must be received 14 days prior to the event being entered.

1.7. Classes

The 2002 Caterham - Yokohama - Rial - Challenge will consist of five classes. The vehicles are classified in the following engine size groups with maximum permitted engine power. Supercharged engines are not permitted.

Category 1 : up to 1600 cc and max. 134 bhp

Category 2 : over 1600 cc and up to 2,000 cc and max. 150 bhp

Category 3 : up to 2,000 cc with unrestricted bhp

Category Eurocup Superlight : according to the regulations of the 2002 Autosport Caterham Eurocup

Category Eurocup Roadsport : according to the regulations of the 2002 Autosport Caterham Eurocup

1.8 Scrutineering

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

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 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.

1.9. Starting Numbers

Fixed starting numbers will be allocated to the registered vehicles.

1.10. Drivers' Meeting

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

1.11. Scoring

The Autosport Caterham Euro Cup will be awarded to the driver scoring the most points in the Superlight class; the Autosport Caterham Roadsport Euro Cup will be awarded to the driver scoring the most points in the Roadsport class.

Points will be awarded on the following basis to the finishers* in each class of each race on the following basis:

First in class	20
Second	18
Third	17
Fourth	16
Fifth	15
Sixth	14
Seventh	13
Eighth	12
Ninth	11
Tenth	10
Eleventh	9
Twelfth	8
Thirteenth	7
Fourteenth	6
Fifteenth	5
Any other finisher*	3
All starters who do not finish	2

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

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

1.12. Starting Line-up

The starting line-up depends on the driving time in the practice session.
Type of start: Indianapolis start / flying

1.13. Prizes

The first three competitors in each class will receive trophies at each event. In addition, the highest scoring drivers in the overall standings will receive trophies at the end of the season.

1.14. Exclusion from the Evaluation

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

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

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

1.15. Right of Protest

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

1.16. Advertising

All Superlight and Roadsport Eurocup cars must carry the approved Eurocup decals, clearly visible from all angles. In addition, Yokohama decals supplied by the organiser must be carried on each side of the car; no other tyre manufacturer brand identification should be visible.

Lotus Caterham Motorsport Club Deutschland has the right to refuse sponsorship on competing cars if it conflicts with championship sponsors.

1.17. Practice

Two practice sessions will be staged, whereby the first will be assessed as free training and the second as timed qualifying. All drivers must participate in the timed qualifying prescribed by the organiser. Only those vehicles will be allowed to participate in the race which have performed at least one timed lap during the official timed qualifying.

1.18. Qualification

If more vehicles fulfil the training conditions than allowed by the organiser's racetrack acceptance report, the following shall apply (across all five categories of car contesting the event): The slowest participant in the category with the largest number of participants will not take part in the race, then the slowest in the category with the second largest number of participants etc. until the maximum number of starters is reached. If the number of participants is the same in several classes, the participant with the slowest practice time will not be allowed to take part. This shall not apply to registered participants or categories with three participants or fewer.

1.19. Rights of the Organisation and the Event Organiser

Changes to the rules and regulations may be carried out in consultation with the DMSB during the current season. Individual competitions may be cancelled or their dates changed.

1.20. Safety Accessories

The regulations of international sports law- ISG - shall apply. The helmet must comply with DMSB rules as contained in the DMSB handbook. The drivers' suit and/or overall and the remaining clothing must comply with FIA regulations; see the DMSB handbook. Acceptable helmet standards include SNELL SA 95, SA2000; SFI Foundation 31.1, 31.2; British Standards Institute BS 6658 Type A/FR.

1.21. Acceptance of the Rules and Regulations

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

1.22. Reservation

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

1.23. Exclusion of the Right to take Legal Action

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

1.24. Exclusion of Liability

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

The participants take part in the event at their own risk. They bear sole responsibility for all damage caused by them or the vehicle used by them, insofar as here no liability exclusion is agreed. Upon submission of this entry the competitor and driver declare their renunciation of any type of claims for damage occurring in conjunction with the event against the following:

- the FIA, DMSB, the member organisations are the DMSB, the company Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, agencies, managing directors, general secretaries,
- the ADAC Gaue, the promoter/series organiser, the AvD
- the organiser, sports managers, racetrack owners,
- public authorities, racing services and all other persons associated with organising the event,
- the road construction load-bearing items, insofar as damage is caused by the constitution of the roads to be used for the event together with accessories,
- the vicarious and contractual agents of all persons and bodies mentioned above
- the CATERHAM-MOTORSPORT-CLUB-DEUTSCHLAND, its Board of Directors and members, the legal representatives of this club, except for damage resulting from injury to life, body or health resulting from intentional or negligent dereliction of duty - including that of a legal representative or a vicarious agent of the group of persons exempted from liability - and except for other damage resulting from intentional or grossly negligent dereliction of duty - including that of a legal representative or a vicarious agent of the group of persons exempted from liability.
- Caterham Cars Limited and its employees and Board of Directors
- the other participants (competitors, drivers, co-drivers), their assistants, the owners, keepers of the other vehicles,
- their own competitor, their own driver(s), co-drivers (other agreements between the competitor, driver, co-driver have priority!) and their own assistants they hereby renounce claims for all types of damage arising in conjunction with the racing competitions (untimed, timed training, warm-up, races) except for damage resulting from injury to life, body or health resulting from intentional or negligent dereliction of duty - including that of a legal representative or a vicarious agent of the group of persons exempted from liability - and except for other damage resulting from intentional or grossly negligent dereliction of duty - including that of a legal representative or the vicarious agent of the group of persons exempted from liability.

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

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

1.25. General

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

1.26. Contacts

Eurocup administration
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Section 2 Technical Provisions, General

2.1. General

Everything which is not expressly permitted by these rules and regulations is prohibited. Any authorised modifications must not result in unauthorised changes. Parts damaged by wear and tear or accidents may only be replaced by spare parts of the same construction. Any vehicle check shall be based on the appropriate workshop manual (possibly microfilm or CD) or the corresponding DMSB homologation sheet for vehicles with the same drive construction.

2.2. Classification

Category Eurocup Roadsport: Vehicles close to series production models **up to 1600 cc and max 134 bhp** as per Class 1 of the Caterham - Yokohama - Rial Challenge and in compliance with these regulations and appendix 1

Category Eurocup Superlight: Vehicles with catalytic converter **up to 1800 cc** and in compliance with these regulations

2.3. Exhaust Equipment / Noise Limitation

The vehicles must be fitted with a catalytic converter in accordance with article 15 of the DMSB exhaust regulations (see DMSB manual, blue section).

The noise level limit of 95 dB (A) + 2 dB (A) + 3% must not be exceeded.

The measurement method used shall be the DMSB near-field measurement method. If the organiser's participation invitations or the regulations of the racetrack operator provide for stricter requirements, these shall apply.

The exhaust outlet(s) must be either at the side or the rear of the vehicle. The outlets of the exhaust at the side of the vehicle must be located behind the midpoint of the wheelbase. The exhaust system must be a separate component and be located outside the bodywork and the chassis. Caterham approved/m anufactured parts must be used at all times.

2.4. Tyres

The mandatory requirements for tyres are as follows:

Superlight class, dry weather: Yokohama A032R Supersoft, front 185 / 60 R13 and rear 205 / 60 R13

Superlight class, wet weather: Yokohama wet-weather tyres, 160 / 530 R13 front and rear

Roadsport class, dry weather: Yokohama A032R Supersoft, 185 / 60 R13 front and rear
Roadsport class: wet weather: Yokohama wet tyres, 160 / 530 R13 front and rear

2.5. Fuel

Only commercially available unleaded fuel in accordance with article 252.9 in appendix J of the ISG and DIN EN 228 may be used.

2.6. Telemetry

The use of telemetry during the race is forbidden.

2.7. Cameras

On-board cameras require approval by the race officials or the Lotus Caterham Motorsport Club Deutschland and must be subjected to a technical acceptance test before initial use.

Section 3 Technical Provisions, Eurocup Roadsport class

3.1. Clutch

Standard Caterham-supplied clutch components are mandatory.

3.2. Brakes

Only original Caterham dual-circuit braking systems on the front and rear axle are permitted. The brake linings are unregulated.
The parking brake may be supplied with a shut-off valve.

3.3. Suspension

Shock absorbers and springs, as well as the spring seats, are unregulated with the exception of type (e.g. telescopic shock absorbers) and number. Standard Caterham shock absorbers will be mandatory from 2003.

On the front axle the "wide track" design is also permitted.

On the rear axle the "Watts Link" design his also permitted.

Plastic washers, part number SK01 may be used in order to reduce the clearance in the bearings of the axle.

Only original CATERHAM stabilisers are permitted.

3.4. Axle Geometry

Wheelbase	:	2225 mm
Wheel gauge	:	front axle: max. 1370 mm
Rear axle	:	max. 1400 mm

The wheel geometry (toe-in, king pin angle, trailing effect, wheelbase) are unregulated within the framework of the standard adjustable values.

3.5. Wheels

The tyre running surfaces must be covered by the wings within the area from 20 degrees in front of to 20 degrees behind the "twelve o'clock position" from the vertical viewing angle.

Otherwise the wheels and their offset are free.
Spacer discs may be used.
The wheel bolts are unregulated but the standard diameter must be retained.
The spare wheel must be - and its holding device may be - removed.

3.6. Bodywork / Passenger Compartment

All vehicles must be equipped at least on the driver' side with floor reinforcement plates of type "Honeycomb Floor Protection" at the front and rear.

An original CATERHAM side-impact protection system reinforcement on the driver's side is prescribed.

The dashboard, steering wheel and its mounting, as well as the driver's seat, are unregulated. Additional instruments are allowed if they do not result in an increase in performance. Removal of the entire heating system, the front passenger's seat, the standard safety belts and the carpets is allowed.

The windscreen may be removed; a wind deflector is permitted.

There must be one rear fog lamp (at least 21W) fitted which it must be possible for the driver to switch on while driving.

The windscreen wipers, their mechanism and the windscreen washer nozzles and the washer liquid container may be removed.

The construction of the "doors" is unregulated insofar as § 17.7 of these rules and regulations is complied with. The "door" on the driver's side may not be removed for safety reasons. The front passenger's door may be removed.

The front wing mounting must correspond to the original Caterham mounting. The distance from the front wing end to the upper mounting point of the retaining bracket must be 65mm +/-10mm.

3.7. Minimum Vehicle Weight

The minimum vehicle weight without driver or passenger is **510 Kg**

This weight must be adhered to at all times during qualifying and race.

3.8. Ground Clearance

Except for the rim and/or the tyre, no part of the vehicle may touch the ground when the tyres on one side of the vehicle are without atmospheric air overpressure. In order to check this regulation, the valve inserts of the rim are removed. This test must be carried out on a flat surface.

3.9. Vehicle Safety Equipment

(i) A roll-over device in accordance with one of the following certificate numbers of the Motor Sports Association (RAC) is prescribed. RAC no.: 0907, 0853, 0966, 1159, 1196 or 1643.

(ii) A hand fire extinguisher with at least 2 kg of extinguishing powder or 1.75 litres of AFFF fire extinguishing agent is prescribed.

(iii) A fire extinguishing system is permitted.

(iv) A battery master switch in accordance with article 253.13 in appendix J (DMSB manual) is prescribed.

(v) The vehicles must be fitted at the front and rear with a towing eye of sufficient size which is marked in colour.

(vi) All vehicles must be fitted with a windscreen pane made of laminated glass if a windscreen is present.

(vii) Transparent foil is to be adhered to the glass of the main headlights, if present, in order to avoid the scattering of splinters in case of damage.

(viii) For the driver a 6-point safety belt is prescribed.

(ix) 2 rear view mirrors are prescribed. The minimum area per mirror must be 90 cm². It must be possible to place a square of 6x6 cm in each mirror. The internal rear view mirror may be removed.

3.10 Engine / Gears / Locking Differential / Electrical Equipment

Cylinder bores and pistons may only be modified within the framework of the works tolerances contained in the workshop manual. Piston oversize in accordance with the workshop manual is allowed, whereby the engine size category stated under § 2 must not be exceeded. In no case may the maximum performance stated in the type sheets in the appendix be exceeded. A test of the engine performance may be carried out in accordance with the DMSB regulation group G art. 23.1.

The engine lubricationsystem must be of standard Caterham design.

An additional oil cooler is permitted but the bodywork must not be modified. It is not permitted to mount the oil cooler outside the body.

Venting of the lubrication system housing may be modified in such a way that the rising oil runs into a collection vessel. This oil collector must have a minimum volume of 1 litre. The vessel must be made of transparent material or have a viewing window.

The material of the synchronising rings of the gearbox is unregulated for the five-speed gearbox only. Six-speed gearboxes must retain the original-equipment synchromesh rings.

The air filter is unregulated.

Lining of the engine compartment underneath the engine is permitted.

A locking differential in the standard differential housing is permitted.

Sparking plugs and sparking plug cables are unregulated.

The battery make is unregulated but must be installed in the original location.

The construction of the headlights and the rear lights is unregulated, the direction indicators may be removed.

3.11 Fuel Tank

The standard vehicle container may be replaced by an original Caterham FT3 safety tank. It is permitted to install a catch tank with a maximum content of 1 litre and a further fuel pump outside the fuel container. The catch tank and fuel pump must be installed outside the passenger compartment. Honeycomb tank protection planking (top, bottom, rear and left) is mandatory.

Appendix 1 / Type Sheet Category 1 (& Eurocup Roadsport) **of the Technical Provisions**

CATERHAM Super 7 1,600 cc K-Series Super Sport

Construction: tubular frame with aluminium honeycomb cockpit reinforcement and side impact protection system, chassis, aluminium planking, nose and wings made of glass fibre reinforced plastic

Engine: water-cooled 4-cylinder ROVER in-line engine installed longitudinally
Exhaust manifold, part no.: CSP 260

Engine capacity 1,585 cc; bore: 80 mm; stroke: 79 mm; compression: 10.5 : 1

Valves: 4 valves per cylinder; valve control: DOHC

Engine control device Rover MEMS 1.9

Engine performance 99 kW / (134 bhp) at 7,000 1/min.

In order to reach the above engine performance only the original Caterham Supersport Kit 1600 cc with part number: SS07 (control device, camshafts) may be used.

Overall length: 3,380 mm; overall width: 1,580 mm; height: 1,118 mm

Gearbox. either 5-speed (1. 3.36 / 2. 1.81 / 3. 1.26 / 4. 1.00 / 5. 0.82)
or 6-speed (1. 2.69 / 2. 2.01 / 3. 1.59 / 4. 1.32 / 5. 1.13 / 6. 1.00).
HA gearboxes with or without locking differential.
HA transmission: 3.92 or 3.62.

Suspension front: double transverse link, adjustable, stabiliser, Bilstein shock absorbers with integrated screw spring.

Suspension rear: de Dion axle, adjustable, stabiliser, Bilstein shock absorbers with integrated screw spring.

Steering rack and pinion

Section 4 Technical Provisions, Eurocup Superlight class

4.1 Introduction

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.

4.2 General Description

The Caterham Eurocup (Superlight class) 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.

4.2.2 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.

4.3 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.

4.4 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.

4.5 Chassis (See Chassis/Bodywork)

4.6 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.

4.6.1 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.

4.6.2 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 4.6.1. 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

4.7 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 Eurocup or 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.

4.7.1 Permitted Modifications

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.

4.7.2 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 Minister Racing Engines to be power tested, the costs of which will be borne by the competitor. If considered necessary, the engine will be dismantled for inspection and the cost of this, and subsequent rebuild, will be borne by the competitor. All instances of broken seals are logged and reported to the championship organiser. Suspect engines are most likely to be subjected to strip and inspection at the competitor's costs.

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.

4.7.3 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 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.

4.7.4 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.

4.7.5 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.

4.7.6 Exhaust System:

It is mandatory to fit a competition catalytic converter as supplied by Caterham Cars under part number CSP 761. No other modifications to the exhaust system are permitted.

(i) It is permitted to fit ducting to the existing starter motor but such ducting must be made using circular hosing not more than 65mm in diameter

4.7.7 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.

4.7.8 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.

4.8 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, A-frame lower link and a Watts top link.

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.

4.8.1 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.

4.8.2 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.

4.8.3 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

4.9 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")

4.9.1 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 Eurocup, 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.

4.9.2 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.

4.9.3 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

4.10 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.

4.10.1 Exterior Lighting:

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

4.10.2 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.

4.10.3 Battery:

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

4.10.4 Alternator:

The alternator must remain fixed, unmodified and working.

4.10.5 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

4.11 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.

4.11.1 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 pedaleffort to driver preference.

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

4.11.2 Modifications Prohibited:

No other brake modifications are permitted. .

4.12 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.

4.12.1 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.

4.12.2 Prohibited Options:

The standard steering mechanism must be used without modification other than those detailed in 4.12.1

4.12.3 Construction And Materials:

No changes are permitted except as specified in these regulations.

4.12.4 Dimensions:

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

4.13 Tyres

See 2.4

4.14 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.

4.15 Fuel Tank And Fuel

4.15.1 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.

4.15.2 Location Of The Fuel Tank:

The tank must be located in its correct standard position.

4.15.3 Fuel:

See 2.5

4.16 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.

4.17 Competition Numbers/Decals

4.17.1 Positioning of Decals: Competition numbers must be positioned so as to be clearly visible from above and from the side.

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.

4.17.2 Supply of Decals: Championship decals are available from the championship co-ordinator though competitors must provide their own racing numbers.

Section 5 Commercial undertakings

5.1 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.

AUTOSPORT CATERHAM EUROCUP 2 0 0 2

ENTRY / REGISTRATION

Caterham Motorsport

UK Race Administration
14 High Street, Packington
Ashby-de-la-Zouch LE65 1WH
 Tel +44 1530 416 571 Fax +44 1530 563 321

I hereby register for the AUTOSPORT CATERHAM EUROCUP in accordance with current rules and regulations and enter for the designated race events. I hereby declare upon submission of this entry that my vehicle corresponds in full to the rules and regulations for the year 2002.

Driver	Entrant (if different to driver)
Last name: _____	Last name: _____
First name: _____	First name: _____
Type of licence and number : _____	
Date of Birth: _____	
Address: _____	Address: _____

Telephone: _____	Telephone : _____

Vehicle :

Make - Type : CATERHAM	chassis no. : _____
Year of construction : _____	
Engine size : _____ cc	Power : kW / PS _____ class : _____

RACE EVENTS:

Spa-Francorchamps - GP (B)	17th-19th May	2002	Race entry fee £360
Zandvoort (NL)	12th-14th July	2002	Race entry fee £360
Dijon (F)	13th - 15th September	2002	Race entry fee £360
Brands Hatch (GB)	4th - 6th October	2002	Race entry fee £360
Nürburgring GP (D)	18th - 20th October	2002	Race entry fee £360
Advance entry fee for all FIVE meetings			£1,500

CHAMPIONSHIP REGISTRATION FEE (full season) **£500 Superlight / £300 Roadsport**
Championship registration fee (per -meeting basis) **£150 per meeting**
 (The championship registration fee is waived for drivers already registered for the IGC Caterham Superlight Challenge or the Motorsport News Caterham Roadsport Challenge)

Entry deadline is 14 days before the event.

Entry and registration fees are to be paid by cheque, made payable to Caterham Cars Limited and sent to the Race Administration address above

 Date Signature Driver

General Contractual Declarations by the Competitor and Driver:

The competitors/drivers hereby declare that the information provided in the entry is correct and complete, that the driver has a valid driving licence to drive the participating vehicle in the Federal Republic of Germany and is able without restriction to meet the demands of the racing competitions. They further declare that the vehicle complies with the technical regulations in all aspects and will only use the vehicle during the event in a technically fault-free condition. With their signature they also declare that they have taken note of the international automobile legislation of the FIA, including the addenda relating to the legal and procedural rules of the DMSB (Deutscher Motor Sport Bund - German Motorsport Association), the championship rules and regulations, the DMSB regulations pertaining to circuit racing, all other FIA and DMSB regulations, the special rules and regulations of the CATERHAM-YOKOHAMA-RIAL CHALLENGE and the regulations governing the invitation to participate, and that

- with their approval, these rules and regulations shall become part of the contract governing the entry,
- shall accept these as binding and comply with them,
- the sports commissioners in charge of the event and the DMSB jurisdiction shall be entitled within the framework of their responsibilities to impose contractual penalties in the case of infringements.

Protest and Authorisation to Appeal

The competitor hereby authorises the driver to exercise the right of protest and appeal on the competitor's behalf. The driver is empowered to submit and receive all declarations within the protest and appeal procedure for and against the competitor. This shall also apply to notifications made by the event organiser which, unless a decision to the contrary is made by the competitor/driver, shall be addressed to the driver.

Declarations by the Competitor and Driver on the Exclusion of Liability for Simple Negligence and on the Exclusion of Liability regardless of Fault:

The participants take part in the event at their own risk. They bear sole responsibility under civil and criminal law for all damage caused by them or the vehicle used by them, in so far as here no liability exclusion is agreed. Upon submission of this entry the competitor and driver declare their renunciation of any type of claims for damage occurring in conjunction with the event against the following:

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

Against

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

The exclusion of liability shall become effective with respect to all participants upon submission of the entry. The renunciation of liability claims shall apply to claims for any legal reason, but in particular to claims for damages resulting from contractual and extra-contractual liability, as well as to claims for tortious acts. Implicit liability exclusions shall remain unaffected by the above liability exclusion clause. The participants have taken note that through the DMSB licence there is accident insurance cover for drivers and that the organiser has taken out accident insurance for sports managers and assistants as well as event organisers' third party liability insurance on the standard conditions. They are aware that in the case of third party liability claims on the part of the competitors, drivers, vehicle keepers and the vehicle keepers and owners among one another made through the owners' third liability insurance, only personal injury (but not material damage) is insured which is caused by gross negligence. The level of the insured amount is also known to the participants.

Please check where applicable!

Confirmation is hereby given that the driver / competitor is the owner of the vehicle to be used.

The competitor or driver are **not** the owners of the vehicle to be used. The vehicle owner hereby submits the declaration of renunciation printed below.

If the information supplied is not correct, the competitor/driver shall release the group of persons listed in the release from liability declaration from all claims made by the vehicle owner, except in cases where damage is caused intentionally or by gross negligence on their part.

In the case of claims against the other participants (competitors, drivers, co-drivers), their assistants, the owners, keepers of the other vehicles, their own competitor, their own driver(s), co-driver(s) and their own assistant(s), this release from liability declaration shall refer to damage arising in conjunction with the racing competition (untimed training, warm-up, racing), and in cases of claims against other persons and bodies to damage arising in conjunction with the event as a whole.

Place	Date	Signature	Driver
		Signature	Entrant