

AUTOSPORT CATERHAM EURO CUP 2003 RULES AND REGULATIONS

Issued: 20 March 2003

Section 1 General Provisions

1.1. Organisation

The 2003 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 (R400 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 2003:

1&2.	18/19 Apr	Nürburgring	Germany
3&4	16/17 May	Spa-Francorchamps	Belgium
5&6	13/14 Jun	Sachsenring	Germany
7&8	4/5 Jul	Zandvoort	Netherlands
9&10	19/20 Sep	Dijon	France

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

1.5. Championship registration

A registration fee of **£600** (sterling) is payable for this championship in respect of each R400 vehicle or **£300** (sterling) in respect of each Roadsport vehicle. Drivers registered to the German Championship or the Caterham Graduates/Supergraduates championships may pay a concessionary fee of **£100**. Drivers racing vehicles already registered for the Powertrain Caterham R400 Challenge or the Motorsport News Caterham Roadsport Challenge may register at no extra fee. 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 £600 R400 / £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.

1.6. Event entry fees

Drivers wishing to enter all **FIVE** meetings may pay in advance a **£1,800** discounted entry fee (31 March deadline). 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 **£400** 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 2003 Caterham - Yokohama - Rial - Challenge will consist of four classes. The vehicles are classified in the following engine size groups with maximum permitted engine power. Supercharged engines are not permitted.

Category 2 : up to 2,000 cc and max 165 PS

Category 3 : up to 2,000 cc and max 230 PS

Category Eurocup R400 : according to the regulations of the 2003 Autosport Caterham Eurocup

Category Eurocup Roadsport : according to the regulations of the 2003 Autosport Caterham Eurocup

1.8 Scrutineering

The official Caterham Eurocup scrutineer, Ian Millar, 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; Eurocup Roadsport cars in the range 60-79 and Eurocup R400s in the range 80 -99.

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 EuroCup will be awarded to the driver scoring the most points in the R400 class; the Autosport Caterham Roadsport EuroCup 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
All other starters	3

*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 has done so

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 lap 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 R400 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 four 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 with catalytic converter up to 1600 cc and max 134 bhp and in compliance with these regulations and appendix 1
Category Eurocup R400	Vehicles with catalytic converter up to 1800 cc and in compliance with the regulations of the Powertrain Caterham R400 Challenge

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/manufactured parts must be used at all times.

2.4. Tyres

The mandatory requirements for tyres are as follows:

R400 class, dry weather: Yokohama A032R Supersoft, front 185 / 60 R13 and rear 205 / 60 R13

R400 class, wet weather: Yokohama A032R Supersoft (Wet Conditions), f 185 / 60 R13 r 205 / 60 R13

Roadsport class, dry & wet weather: Yokohama A032R Supersoft, 185 / 60 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

Standard Caterham shock absorbers are mandatory in 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 anti -roll bars are permitted.

3.4. Vehicle Dimensions

Wheelbase	:	2225 mm
Front track	:	front axle: max. 1370 mm
Rear track	:	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 bar is mandatory on the driver's side.

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 mandatory. 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 mandatory.
- (iii) A plumbed-in fire extinguishing system is permitted.
- (iv) A battery master switch in accordance with article 253.13 in appendix J (DMSB manual) is mandatory.
- (v) The vehicles must be fitted at the front and rear with a towing eye of sufficient size which is marked in colour.
- (vi) If a windscreen is fitted, it must be made of laminated glass.
- (vii) Headlights, if fitted, must be taped.
- (viii) A 6-point safety belt is mandatory.
- (ix) 2 rear view mirrors are mandatory. 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 / Limited Slip 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 lubrication system 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.

A 1-litre transparent engine oil catch tank is legal.

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.

An engine-bay undertray is permitted.

A limited-slip differential in the standard housing is permitted.

Sparking plugs and sparking plug cables are unregulated.

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

It is permitted to remove the headlights and direction indicators

3.11 Fuel Tank

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

Appendix 1 (Eurocup Roadsport) of the Technical Provisions**Caterham Roadsport 1.6 litre K-Series**

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

Engine: water-cooled 4-cylinder MG XPOWER in-line engine installed longitudinally exhaust manifold part nr CSP361, exhaust catalyst/silencer part nr CSP362A

Engine dimensions capacity 1588 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 7000 rpm

In order to reach the above engine performance only the original Caterham Supersport Kit 1600 cc with part numbers SS03, SS03M, SS07, SS07M 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 **R400** class

4.1 Introduction

All Caterham R400s contesting the Autosport Caterham Eurocup must at all times be in compliance with the regulations of the 2003 Powertrain Caterham R400 Challenge. **Exceptions to those rules are as follows:**

4.2 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

4.3 Tyres

Only Yokohama tyres of the specification detailed at **2.4** are permitted.

4.4 Bonnet hole blanking plate

Where circuit noise regulations dictate (eg Zandvoort) it may be necessary to reduce the R400's induction noise by means of fitting the bonnet hole blanking plate (Part No: 77758). This plate can either be riveted or taped in place. Its use is recommended only at circuits where a reduction of noise is essential, as it will cause an increase in inlet air temp which will reduce power.

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.

2003 Autosport Caterham Eurocup

Championship registration form

<i>Class entered</i>	R400	Roadsport
<i>Name of driver</i>		
<i>Driver's address</i>		
<i>Telephone numbers</i>	<i>Daytime</i>	<i>Evening</i> <i>Mobile</i>
<i>Email address</i>		
<i>Driver's date of birth</i>		
<i>Licence grade & nr</i>		
<i>Nationality</i>		
	<p>I agree to abide by all rules and regulations laid down in the 2003 AUTOSPORT CATERHAM EURO CUP 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.</p> <p>I enclose a cheque made payable to Caterham Cars Limited / I am a registered R400 Challenge/Roadsport Challenge competitor and request free registration to the Eurocup <i>delete as applicable</i></p> <p>I understand that this registration cannot be assigned and that I will notify the co-ordinator of any changes to the foregoing information.</p>	
<i>Signature driver</i>		
<i>Championship fees</i>	£600 <i>R400 class</i>	£300 <i>Roadsport class</i>
		£100 <i>Drivers from German championship or from Super-Graduates</i>
	<p><i>Cheques must be in £ Sterling and drawn on a UK bank, payable to Caterham Cars Ltd. Payments may also be made by Visa/MasterCard</i></p>	

Caterham Motorsport Administration Office, 14 High Street, Packington, Ashby-de-la-Zouch LE65 1WH

2003 Autosport Caterham Eurocup

Advance race entry form. **Must be returned by 31 March 2003**

<i>Class entered</i>	R400	Roadsport
<i>Name of driver</i>		
<i>Driver's address</i>		
<i>Telephone numbers</i>	<i>Daytime</i>	<i>Evening</i> <i>Mobile</i>
<i>Email address</i>		
<i>Driver's date of birth</i>		
<i>Licence grade & nr</i>		
<i>Nationality</i>		
	<p>I wish to enter all five of the 2003 Autosport Caterham Eurocup meetings and wish to take advantage of the special advance price entry fee of £1,800. I understand that this offer expires on 31 March 2003 and that entries made after this time will be charged at the full rate of £400 per meeting</p>	
<i>Signature driver</i>		
	<p><i>Cheques must be in £ Sterling and drawn on a UK bank, payable to Caterham Cars Ltd. Payments may also be made by Visa/MasterCard</i></p>	

Caterham Motorsport Administration Office, 14 High Street, Packington, Ashby-de-la-Zouch LE65 1WH