

COSWORTH CATERHAM MASTERS 2006 RULES AND REGULATIONS – TECHNICAL

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Section 2 Introduction

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

2.1. Scrutineering

- a) The official Caterham Cars Scrutineer or his appointed deputy will be attending rounds of the championship and he is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.
- b) All Cosworth Caterham race cars must comply with the requirements as laid down in the Technical regulations at all times, whether during official qualifying 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.
- c) Technical checks may be carried out before, during and after qualifying and again at the end of the race. The Eligibility Scrutineer or his appointed deputy is empowered to undertake any form of technical verification procedure that he deems necessary and may order the removal of parts from the car, substitution of standard parts, or for the car to be otherwise dismantled in order to carry out inspection. Cars may be taken back to Caterham Cars after any race meeting for full technical examination.
- d) The Eligibility Scrutineer or his appointed deputy reserves the right to check any suspect part directly with a standard part as supplied by Caterham Cars Ltd. Suspect parts that might need to be removed for checking elsewhere will be marked by official approved seals and a certificate of sealing will be handed to the competitor or his agent. This certificate will detail the seals and the precautions that need to be taken to keep the seals intact. Should the competitor or his agent not be present whilst his car is being dismantled for checking, no dispute over his vehicle or its components will be entertained. All costs will be borne by the competitor.
- e) It is a condition of the championship that the Eligibility Scrutineer or his appointed deputy may select any vehicle for an engine power test immediately after a race or timed qualifying 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.
- f) Although the Administrator and Technical personnel from Caterham Cars are happy to advise competitors on rules and regulations, they are not empowered to give any kind of judgment regarding the eligibility of cars.

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

2.2. General Description

The Cosworth Caterham Masters is a one make racing series for competitors using Caterham CSR260 race cars. New cars are supplied to competitors in CKD form. No modifications whatsoever are allowed from the basic specification except those described herein.

2.2.1. Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the 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 undertaking. 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 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.

- d) Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations and will be deemed ineligible. Queries concerning eligibility should be referred in writing to the series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.
- e) Tests to establish the power output of any car's engine may be carried out by the organisers or their representatives. Such power testing will be carried out using the championship engine builder's engine or chassis dynamometer equipment.

2.3. Safety Requirements

All cars must conform to the general and competition regulations, 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 qualifying. You should refer to the current FIA Yearbook.

- a) A Caterham Cars supplied FIA approved full rollover cage (Caterham part number 59133) must be fitted without further modification and must be bolted, not welded in place. The cage incorporates a head restraint, which must be covered with the designated form of padding. 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 FIA requirements.
- b) Use of roll cage padding (Caterham part number 79136) is mandatory and must be fitted to the rear roll hoop, curved roof tube and the cant rail, adjacent to the drivers head
- c) Use of Caterham supplied rear wheel protection bar (Caterham part number 58119) is mandatory on LHD cars

- d) A six-point full harness safety belt must be fitted complying with FIA standard regulations numbers 8853/98 or 8854/98. 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 Cars (Caterham part numbers Black: DAR-BLACK; Blue: DAR-BLUE; Red: DAR-R). Competitors are recommended to replace complete belt sets involved in accidents.
- e) The car must be fitted with a 2.25 Litre capacity plumbed in AFFF fire extinguisher to FIA specification. This system must be capable of being operated from both inside and outside the car, and must include nozzles directed into both the engine compartment and the interior. A black 'E' on a red circle must mark the fire extinguisher pull of a plumbed in system.
- f) An electrical master switch 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.
- g) The electrical cut out must be marked by a red 'spark' on a blue triangle.
- h) The ignition switch 'OFF' position must be marked.
- i) The battery must be located in the standard position within the engine bay and non-conductive covers must protect its terminals. The earth lead must be clearly marked in yellow. FIA regulations require that only the battery master switch and an electrically operated fire extinguisher may be connected to the battery.
- j) The rear bulkhead behind the driver must be made flameproof.
- k) The car is provided with a safety fuel cell, the use of which is mandatory. This component has a 5-year life expectancy and must be replaced or returned to the manufacturers (ATL) for revalidation after this period.
- l) A high intensity rear light must be fitted.
- m) The use of FIA approved race fireproof overalls and FIA approved helmet are mandatory. The following approvals are accepted by the FIA:

- Snell SA2000
- SFI 31.1A & SFI 31.2A
- BS 6658-85 type A/FR

The wearing of balaclavas and flameproof gloves are mandatory in this series. The wearing of open-faced helmets in this series is prohibited.

n) Use of an FIA approved HANS Device is only permitted if the device is installed in accordance with FIA regulations. Competitors attention is drawn to the FIA Institute "Guidance for use of HANS, in international Motorsport" available from the FIA website. Competitors must present their car complete with HANS device, fitted seat including notification of the seat position if it is mounted on runners, compatible helmet, and compatible 6 point harness to Arch Manufacturing, Caterham's chassis supplier, to allow any necessary chassis modifications to the upper seat belt anchorages to be made. Chassis modifications will be refused unless supporting paperwork is supplied to specify the correct locations of the upper seat belt anchorages. Modifications will also be refused unless 6-point safety harnesses and helmet approved for use with a HANS device are presented. A charge will be made to modify the chassis and Arch Manufacturing will issue proof of modification. Competitors may be asked to prove FIA compliance of their HANS device and to present their proof of modification paperwork at Scrutineering.

Where 2 drivers share the car, then certificates must show that both driver belt positions come within the allowed tolerance as laid down by the FIA.

Where the difference between the two drivers is greater than the allowed tolerance, the following must be adhered to:

- i) Two sets of shoulder straps must be fitted to suit each Hans position.
- ii) The set of straps not in use must be rolled and wrapped and secured with plastic tie wraps.
- iii) At pit stop driver change over, the new straps will be released and the redundant set secured in a way to ensure they cannot come loose.

Where only one driver in a two-driver entry is using a Hans device, crews must follow instructions (i) through to (iii)

- o) All chassis are manufactured with towing eyes front and rear and these should be clearly marked with an arrow in a contrasting colour.
- p) All chassis are manufactured with aluminum honeycomb side impact protection, which must not be removed.
- q) The dry sump oil tank and gearbox breathers must vent into a transparent catch tank.

2.4. 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.

- a) All vehicles must comply with FIA General Technical Regulations.
- b) It is mandatory that any space between the driver's seat and the seat back bulkhead be filled with twin pack seat foam, aluminum honeycomb, or similar energy absorbing material.

2.5. Chassis (see Chassis/Bodywork)

2.6. Chassis/Bodywork

Cars eligible for this series must use the specifically designed and manufactured bespoke left or right hand drive chassis. Cars must race with a wind deflector, cycle wings and a high intensity rear light.

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

2.6.1. Modifications Permitted

A. General

Fitment of Caterham lowered drivers floor pan (Caterham part number 56445L left hand drive and 56445R right hand drive) is permitted using steel rivets vertically and aluminum rivets horizontally.

B. Interior

- a) 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.
- b) It is permitted to cut slots into the seat back aluminum panel to allow the shoulder straps of the seat belts to be fitted underneath the harness tube rather than above.

c) Fitment of Caterham engine bay, transmission tunnel and footbox heat insulation is permitted.

C. Exterior

a) The size of the exterior mirrors is free provided they conform to FIA requirements fitted.

b) Cosworth Caterham Masters race cars are equipped with aluminum 3 piece boot and 3 piece tonneau covers. Use of these covers is mandatory.

D. Silhouette

No modifications are allowed.

2.6.2. Modifications Prohibited

A. General

The standard Caterham supplied chassis must be used unmodified in any way and strengthening or stiffening by whatever means is expressly forbidden, other than those specified in 2.6.1.

B. Interior

Do not attempt to add any extra stiffness to the chassis frame. The Eligibility Scrutineer or his deputy reserves the right to select cars to be returned to the Caterham Cars 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.

a) Fitment of drivers side floor honeycomb panels is permitted.

b) Fitment of passenger side aluminum honeycomb panels is prohibited.

c) Fitment of a carbon fibre dashboard is prohibited.

d) Fitment of a vertical tonneau cover closure panel adjacent to the gearlever is prohibited.

C. Exterior

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

a) Use of the rear wheel protection bar (Caterham part number 58119) is mandatory on left hand drive cars only.

b) Wings and nosecone must remain in glass fibre as standard and the substitution by carbon fibre items even though available from Caterham is prohibited. Nosecone mounted aero winglets must not be re-positioned from the standard Caterham angle and location.

c) Fitment of carbon fibre rear wings protectors is prohibited.

d) Fitment of standard un-modified front cycle wingstays (Caterham part numbers 58102L and 58103R) is mandatory.

e) Fitment of a bonnet with cooling aperture to both sides is mandatory. Fitment of mesh grille (Caterham part number 58011) is mandatory in the right hand aperture. Fitment of the factory supplied air intake scoop is mandatory in the left hand aperture.

f) Fitment of rear wing piping is not mandatory.

g) Fitment of plastic screws (Caterham part number BM5X25) in place of the standard steel screws is permitted to retain the rear wings.

D. Silhouette

No modifications are permitted.

E. Ground Clearance

Ride height may be adjusted subject to a minimum 120mm ground clearance measured from the lowest point on the chassis side rails excluding bolts, screws, nuts and rivet heads with the driver normally seated in the car. All vehicles, which arrive in Parc Fermé after either qualifying or race with flat tyre/s, may be excluded for contravention of the above regulation.

2.7. Engines

Only Cosworth Caterham race specification 2.3 litre sealed engines are eligible for this series.

Only engines that have been dyno tested and sealed by Minister Racing Engines, are eligible for this series. In the event of an engine failure or wear, the engine must be returned to Minister Racing Engines, to be rebuilt and resealed. It is the competitor's responsibility to return his engine with the ancillaries as shown on the Minister web site (www.minister-power.com) CSR CUSTOMER SUPPORT PAGE, 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.

2.7.1. Permitted Modifications

- a) It is permitted to use cap head bolts to secure the engine mounting brackets to the rubber engine mountings.
- b) It is permitted to replace the original equipment dry sump system fitted to the engine with the alternative Cosworth dry sump system. If the Cosworth dry sump system is fitted the cam cover breather must be re-routed to the oil catch tank and the right hand outlet of the swirl tower must be blanked. Engines retaining the original dry sump system must retain the original oil breather system.
- c) Use of the tubular sump guard for the Cosworth dry sump (Caterham part number 0105E0004A) is permitted. Use of a sump skid for the Cosworth dry sump is permitted if introduced.
- d) It is permitted to helicoil the starter motor and engine mounting threads in the engine cylinder block.
- e) During the 2005 season revised alternator mounting brackets were fitted to all engines competing in the CSR Masters. Competitors and Teams are advised to regularly check the integrity of the revised bracket.
- d) Wire locking of the engine oil filler cap to prevent loosening is mandatory.
- e) Fitment of the engine coil cover is mandatory.
- f) Use of Caterham Motorsport synthetic engine oil 5W50 is mandatory.

No other modifications are permitted.

2.7.2. Prohibited Modifications

No modification to the Cosworth Caterham bhp 2.3 litre engine is permitted. All engines must confirm to the specification held by the championship Scrutineer and Minister Racing 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 security seals be removed or tampered with. Should these seals be damaged or removed for whatever reason except under the direction of the Eligibility Scrutineer or Official series engine rebuilder, Minister Racing Engines, the car should not be used in either qualifying or races in the Cosworth Caterham Masters race series until the Eligibility Scrutineer or Official series engine rebuilder, Minister Racing Engines, has inspected the engine and refitted the correct seals. The scrutineer or his appointed deputy may require that the engine be removed and taken to 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.

- a) The throttle potentiometer and its fixings must remain standard and in the original position.
- b) Cam sprockets, crank sprocket and timing chain must remain standard and in original positions.
- c) It is prohibited for competitors to make any modifications to the oil pressure relief mechanism.
- d) Fitment of updated components must be carried out by Caterham Cars, Cosworth Ltd or the series engine rebuilder, Minister Racing Engines, who will refit the appropriate seals before engines are returned to competitors.

2.7.3. Location

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

2.7.4. Cooling System

- a) Use of the ECU control cooling fans is mandatory and the cooling fan must be operational at the end of each race.
- b) Connection of the oil/water cooler hoses is mandatory.
- c) Fitment of the Caterham grilles (Caterham part numbers 57777 & 58124) are mandatory.
- d) Fitment of Caterham stone guard (Caterham part number 57778) between the radiator and the grille is mandatory.
- e) Fitment of a thermostat is prohibited.
- f) Fitment of Silicon coolant hoses is mandatory.
- g) Fitment of revised coolant elbow and water rail (Caterham part number 0105K0002A) is mandatory.

No other modifications are permitted.

2.7.5. Induction System

- a) Caterham throttle stop (Caterham part number 74128) is mandatory.
- b) Use of adjustable throttle pedal (Caterham part number 58282) is permitted.
- c) Competitors and teams are advised to check the security of the air filter/intake/trumpet screws prior to each qualifying and race. Torque relaxation has been noted on high mileage engines.

No other modifications are permitted.

2.7.6. Exhaust System

- a) Fitment of exhaust guard (Caterham part number 58010) is mandatory.
- b) Fitment of exhaust catalyst guard (Caterham part number 70262) is mandatory.
- c) Any exhaust system modifications introduced by Caterham Cars during the 2006 season, are permitted.
- d) Competitors and Teams are advised that the catalyst should be considered to be a "lifer" part which should be inspected for damage regularly and changed after each 500 miles.

2.7.7. Ignition System

- a) Only NGK BR7EFS spark plugs are permitted.
- b) The ECUs are password protected and must not be removed or tampered with or substituted except by the Eligibility Scrutineer or designated persons. A revised tune was introduced at the 2005 Oulton Park meeting. Use of this specification tune is mandatory. It is the Competitors responsibility to ensure the correct tune is installed in their ECU.
- c) Fitment of sub-loom (Caterham part number 0105M0001A) is mandatory.

No other modifications are permitted.

2.7.8. Fuel Delivery System

- a) Use of the standard non-adjustable fuel pressure regulator is mandatory. Fuel pressure must be 4.3bar plus or minus 0.15bar.
- b) Revised fuel rails featuring Schrader valves for fuel pressure measurements are legal if introduced by Caterham Cars.
- c) The fuel tank vent must be installed to prevent spillage through the breather system.

No other modifications are permitted.

2.8. Suspension

Modifications to the suspension pick up points are prohibited.

2.8.1. Modifications Permitted

- a) Ride height may be adjusted using the damper spring seats subject to the minimum ride height requirements detailed in Article 2.6.2.E.
- b) Both round and aerofoil section front wishbones are permitted.
- c) It is permissible to adjust front camber to a maximum of 3 (negative) and castor angles by means of the adjustable length top wishbone provided and by shimming the lower wishbone with washers.
- d) It is permissible to adjust rear camber to a maximum of 3 (negative) using the range of shims available from Caterham Cars.
- e) 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.

Front and primary rear spring rates limits are as follows:

Maximum:	400lb per inch displacement
Minimum:	250lb per inch displacement

- f) The following Caterham supplied front anti roll bars are permitted:

Diameter	Colour Code	Caterham Part Number
5/8"	Red	58571
9/16"	Blue	58569
1/2"	Orange	58570
3/8"	-	58568

- g) The front anti roll bar may be removed but if fitted must be properly connected.

2.8.2. Modifications Prohibited

- a) The front suspension pushrod (Caterham part number 58566) cannot be reduced in length from 220mm.

b) 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.

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

2.8.3. Wheelbase and Track

Wheelbase:	2315 mm
Front Track:	1505 mm
Rear Track:	1465 mm
Overall Length:	3300 mm
Overall Width:	1685 mm

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

2.9. Transmission

a) The standard 6-speed transmission specification including gearbox, belltank-housing, clutch, axle and differential must be retained and fitted according to standard specification.

b) All cars must run with the ZF limited slip differential, which is supplied, fitted with 45° ramps and built to ZF preload specification.

c) Fitment of diff support struts (Caterham part numbers 58421 and 58422) is mandatory

d) Fitment of clutch stop (Caterham part number 74128) is mandatory.

e) Fitment of clutch kit (Caterham part number 58136KIT incorporating clutch centre plate 58136U) is mandatory. Competitors and Teams are recommended to replace the clutch centre plate after every 12 hours of use.

f) It is permitted to use socket allen screws (Caterham part number 75668) to secure the perimeter of the diaphragm plate to the bell-tank housing.

g) Fitment of steel differential spacers (Caterham part numbers 0307R0004A & 0307R0005A) is mandatory.

2.9.1. Modifications Permitted

a) The limited slip mechanism can be fitted with shims to enhance static break-off torque to compensate for worn items or to adjust to driver preference. These shims are available from Caterham Cars (Caterham part number 77005 - 0.005" and Caterham part number 77010 - 0.010")

b) The design and make of the gear knob is free.

c) The following upgraded parts are permitted:

First / Second selector fork	Caterham part number 70058U
Third / Fourth selector fork	Caterham part number 70059U
Fifth / Sixth selector fork	Caterham part number 70060U
Input Shaft	Caterham part number 70063U
Quick release gearbox main case kit	Caterham part number GCQR01

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

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

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

g) Use of adjustable clutch pedal (Caterham part number 58281) is permitted.

h) Adjustment of the gearlever cross-gate spring loading is permitted.

2.9.2. Modifications Prohibited

- a) No modifications are permitted to the flywheel, which must weigh no less than 3.2kg.
- b) It is specifically prohibited to fit steel baulk rings and blocker bars in the Caterham six-speed gearbox.
- c) Miss-assembly of standard parts, particularly with respect to synchromesh mechanism, is prohibited.
- d) Use of Caterham specification gearlever in quick shift mode is prohibited.
- e) It is prohibited to modify the propshaft.
- f) Other than those specified in 2.9.1 no other modifications are permitted.

2.9.3. Transmission and Driver Ratios

- a) Use of the race specification Caterham six-speed fitted with the following ratios is mandatory.

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

- b) Use of a 3.38:1 final drive ratio is mandatory.

2.10. Electrics

- a) Cars must use wiring looms with the following part numbers

Main race vehicle loom	(Caterham part number 72144)
Instrumentation loom for standard gauges	(Caterham part number 72144G)
Instrumentation loom for Stack display	(Caterham part number 72414S)
Engine Loom	(Caterham part number YD 8048)

Competitors are advised to change the engine loom at least once per season to ensure electrical reliability.

- b) All Competitors running Stack data / video logging systems must supply the Series Scrutineer with the authorisation code and PIN number to allow the logging system to be read
- c) All power feed to the vehicle and engine looms are connected via the battery master switch.

2.10.1. Exterior Lighting

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

2.10.2. Rear High Intensity Light

Fitting of a rear high intensity light is mandatory. It is permitted to fit an LED light to the roll cage provided it conforms to FIA regulations instead of the standard part.

2.10.3. Battery

The standard battery position and battery must remain standard.

2.11. Brakes

The braking system consists of ventilated discs at all four wheels and incorporates split hydraulic circuits for safety. The car as supplied includes an adjustable rear 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.

Competitors and teams are reminded that DOT 5.0 silicon brake fluid will adversely affect the rubber seals of the brake system. Under no circumstances should this fluid be used.

2.11.1. Modifications Permitted

- a) Brake friction materials are free.
- b) Use of adjustable brake pedal (Caterham part number 58280) is permitted.

2.11.2. Modifications Prohibited

No other modifications are permitted

2.12. Wheels and Steering

All cars must race at all times on Caterham supplied 8 spoke single piece aluminum wheels as follows:

FRONT

REAR

7" x 13" (Caterham part number 77297) 9 " X 13" (Caterham part number 77299)

2.12.1. Permitted Options

- a) The following steering rack assemblies are permitted:
 - LHD (Caterham part number 58601 or 58165)
 - RHD (Caterham part number 58602 or 58166)
- b) The steering wheel is free.
- c) It is permitted to fit Caterham quick release upper steering column (Caterham part number 75030A).
- d) It is permitted to raise the height of the steering rack by using one or more spacer shims (Caterham part number 75607).

2.12.2. Prohibited Modifications

The standard steering mechanism must be used without modification other than those detailed in 2.12.1.

2.12.3. Construction and Materials

No changes are permitted except as specified in these regulations.

2.12.4. Dimensions

All dimensions must remain within manufacturer's specification, except where permitted within these regulations. See Article 2.8.3

2.13. Tyres

2.13.1. Specifications

- a) Cars must run on control slick or moulded wet racing tyres of the following sizes:

	FRONT	REAR
SLICK	175 / 530 R13	250 / 570 R13
WET	160 / 530 R13	250 / 570 R13

- b) Use of tyre pressure limiting valves is prohibited.
- c) Use of tyre heating and heat retention devices is prohibited.
- d) Use of tyre treatment compounds is prohibited.
- e) Tyre buffing is prohibited

2.13.2. Nominated Manufacturer

a) Use of the following Avon tyres is mandatory:

	FRONT	REAR
SLICK	11438S	9906S
WET	7525M	7511M

b) Each competing car will be restricted to four new slick tyres (2 front & 2 rear) and two used tyres (1 front & 1 rear which have been nominated for use at a previous race) at each Cosworth Caterham Masters race. The exception is on the first event at Hockenheim, where each car will be allowed 6 new tyres (3 front & 3 rear) for each race.

Competitors will have the option to choose which tyres they wish to replace, within the above-specified number, but selection must be done between Safety Scrutineering and no later than 30 minutes before first qualifying.

c) There is no restriction on the number of wet tyres which can be used at any event.

The series Eligibility Scrutineer or his deputy will mark tyres.

Teams will be provided with Tyre Nomination Forms which must be completed as b) above.

2.14. Minimum Weight Limit

a) The car without driver must at all times, weigh not less than 540Kg. Competitors are recommended to weigh their cars and add sufficient ballast to allow for loss of bodywork during racing and / or variations in readings given by the weighbridges at individual circuits.

b) Drivers will be weighed prior to the commencement of each event. The combined weights of a two driver team will be divided by 2; this figure will be deducted from the standard weight of 90kg, ballast then needs to be added to bring the weight up to 90kg.

Example:	Driver 1:	60.0kg
	Driver 2:	95.0kg
	Total:	155.0kg
	Divide by 2:	77.5kg
	Ballast Required:	12.5kg

c) Ballast must be securely bolted to the cockpit floor of the passenger side of the car. Additional holes may be drilled to achieve this.

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

2.15. Fuel Tank and Fuel

2.15.1. Type of Fuel Tank

The standard safety fuel cell (Caterham part number 74020/55 or 74020/55RHD) fitted in box (Caterham part number 74021/55) must be retained. It is permitted to modify the vertical internal baffle within the tank to allow faster re-fuelling in accordance with the manufacturers (ATL) instructions.

2.15.2. Location of Fuel Tank

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

2.15.3. Fuel

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

2.16. Silencing

Use of Caterham Silencer (Caterham part number CSP888) and Caterham catalyst assembly (Caterham part number CSP887AU) are mandatory. Performance of this silencer will degrade with use and accident damage. It is the competitor's responsibility to ensure that their car always complies with the noise limits, which are strictly enforced at many circuits.

2.17. Competition Numbers/Decals

2.17.1. Positioning of Decals

Competition numbers must be positioned so as to be clearly visible from above and from the side, as per FIA prescriptions. In particular, side facing numbers wrapped across the bonnet side are not acceptable, as the timekeepers cannot clearly read them.

The correct number squares must be used showing the series 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.

2.17.2. Supply of Decals

Series decals are available from the Series co-coordinator though competitors must provide their own racing numbers.