

CATERHAM MOTORSPORT LADDER 2008 - Issued October '07

Overview

The Seven's 50th year of continuous production has been punctuated by a number of memorable celebrations, with the Jubilee meeting at Donington Park in June undoubtedly the highlight. In the end we received 330 entries in 18 races, which established a record for the largest number of cars of the same type to take part in a UK race meeting.

From the Academy, through Roadsport and Superlight to the Eurocup, we have seen the usual close competitive action, much of which has been recorded for posterity on a special Jubilee DVD, which will be available shortly.

It has been a year of rapid change on the technical front, with the introduction of Ford Sigma power, the unveiling of the development X330 complete with supercharger and menacing matt black paint, the new metric chassis and a host of engineering developments behind the scenes.

The process of continual development clearly directly affects our motorsport programme. The challenge, as ever, is to offer an expanded range of options to our drivers whilst protecting the integrity of our one-make regulations. Our aim is to keep the competition fair, close, affordable and accessible.

To this end, most of our official championships will see some kind of adjustment to either structure or regulation. The following plan will inform you of all these proposed changes, as well as giving you some visibility of the years ahead and the likely changes that should be anticipated.

Significant changes for 08 include the creation of a Roadsport class within the Eurocup and the doubling of the end of season prize fund for the Roadsport Challenge.

Looking further ahead to 2009, we will introduce an additional championship for an all-new race car currently under development, the 2009 Caterham R300. This will feature a new Caterham Motorsport developed c.175bhp Ford Duratec engine and will be built on the new metric chassis. Bridging the gap between Roadsports and Superlights, it will be very similar in specification to the current Superlight cars. As it will be relatively easy and affordable to upgrade these cars to the new R400 race specification boasting c.220bhp, we intend to introduce a separate class within the Superlight Challenge in 2010 for the new R400s to run alongside the existing C400s.

These exciting developments, combined with the on-going development of a new gearbox (including a sequential option) and various other engineering improvements, together with the new classes and revised formats explained here, represent one of the most comprehensive overhauls that Caterham Motorsport has ever undergone.

In addition to the technical changes, new formats and classes, we are intending to hold a summer festival of Caterham racing in 2008, which we hope will become an annual event. Our preferred venue for this meeting is Zandvoort, the fabulous Dutch seaside circuit, noise limits permitting. In addition to this festival, our UK championships will once more support the Formula Ford Festival at Brands Hatch in October, which has now become a popular end of season fixture.

I hope that within this plan, you will find something to suit both your aspirations and budget. I look forward to seeing many of you at Brands Hatch at the weekend where I will be available to discuss our plans in greater detail.

THE FIRST RUNG: The Academy

2008 will see the introduction of Ford Sigma power to the Academy. This is the first time that a Ford engine has powered the Academy in over a decade and it marks the return of an association between Ford and the Seven that stretches back to the earliest days of the cars development for racing 50 years ago.

Combined with the latest metric chassis, the Academy 08 cars are the first of a new generation of Caterham competition cars. Over the coming years they will be introduced through Roadsport B to Roadsport A.

The 2008 Academy will follow a similar format to 2007 and will include:

- An introductory Seminar at Caterham Midlands
- Registration fee and all event entry fees
- ARDS Race Licence test and Medical
- Car set up day at Caterham Midlands
- Car Control Clinic
- Exclusive circuit Test Day
- 3 Championship Speed Events
- 4 Championship Circuit Races
- Technical Support
- Dedicated Co-ordinator and Eligibility scrutineer

SECOND AND THIRD RUNGS: The Roadsport Challenge

Divided into two classes with separate grids, the Roadsport Challenge provides a natural step up from the Academy.

From 2008 onwards, Roadsport B will be reserved for the previous year's Academy drivers and other novice drivers by invitation only. In order to emphasise that this grid is an extension of the Academy experience, the Roadsport B grid will be renamed Academy 2 from 2009 onwards. Drivers will not be permitted to remain in Roadsport B (Academy 2) for more than one season and no experienced drivers will be allowed to register. Key features will include:

- Double header 20 minute races at top UK Circuits
- Central technical support from Caterham Midlands (no independent team support allowed)
- Shared race meetings with either Academy or Roadsport A where possible

The Roadsport class will revert to being called Roadsport A and will not be subject to any changes to technical specification or format.

It should be noted that following advice from Caterham's Technical team, it has been decided to allow the new metric chassis to compete alongside existing Arch chassis on equal terms. This means that contrary to initial advice, 07 Academy cars **are** eligible for upgrade to Roadsport A specification for the 08 season.

Key features will include:

- 30-minute double-headers at all meetings. In the event of the meeting being oversubscribed and the adoption of the three-race format, 30-minute races will be guaranteed and the most recent qualifying procedure will be employed. All drivers will race each other over the course of a race weekend (for details of this system, please refer to the published regulations).
- Independent Team support permitted

The end of season prize fund will be doubled for both classes.

In addition, both classes will again benefit from the following:

- Dedicated Co-ordinator
- Dedicated Eligibility Scrutineer
- Improved factory parts supply at the circuits
- Sealed engine control
- PR Support
- Selected televised rounds on Sky
- Inclusion in the best BRSCC meetings at top UK venues

For 2008, there will be a class for Roadsport A cars in the Eurocup Sprint Series for which a National A competition licence will be required.

FOURTH RUNG: The Superlight Challenge

The pinnacle of our national racing ladder, the Superlight Challenge will again feature the awesome 220bhp Cosworth powered C400s. The class for K-Series engined R400s is to be discontinued.

Featuring double header races of 30 minute duration, the crowd pleasing Superlights will support a number of prestigious British F3 and British GT events at the UK's finest circuits.

The calendar will allow competitors to compete in both the UK Challenge and the Eurocup should they wish.

Key features will include:

- Full trackside hospitality in the Race Centre for teams and drivers provided by Sycamore Hospitality
- Televised rounds on Sky and other satellite channels
- PR Support programme from Max Communications
- Sealed engine support programme from Minister Racing Engines
- Dedicated Co-ordinator
- Dedicated Eligibility Scrutineer
- Tyre support and trackside fitting service from Avon
- Generous end of season prize fund

THE TOP RUNG: The Caterham Eurocup

The top rung on our 2008 racing ladder is the Eurocup, which runs a unique sprint and mini-endurance format featuring 2x30 minute sprint races and 1x60 minute endurance race at some of Europe's finest circuits. In recent years the Eurocup has visited Monza, Spa, Nurburgring, Estoril, Dijon, Donington and Hockenheim to name but a few. Another top calendar is being planned for 2008, with several new circuits under consideration, including Zandvoort, Le Mans Bugatti and Paul Ricard.

New for 2008 will be the inclusion of a Roadsport Class.

Open to both single drivers and two driver teams sharing a car, the 2008 Eurocup will comprise three separate series:

- Caterham CSR Masters – for Caterham CSR 260 race cars only and will include all three races
- Caterham Eurocup Sprint Series – for Caterham Superlight race cars + Roadsport class + invitation class and will include only the two 30min races
- Caterham Eurocup Endurance Series – for Caterham Superlight race cars + invitation class and will include all three races

Race weekend format - Two-day meetings only, usually Friday/Saturday with some Friday testing where possible.

Fuel Tanks - Cars wishing to compete in the Endurance Series will require a high capacity 55Litre fuel cell.

Parts Supply – Factory parts supply available at all meetings.

Co-ordination and Race Organisation – Once again we will benefit from a permanent Clerk of the Course who will work closely with our two dedicated co-ordinators and our eligibility scrutineer to ensure the smooth running of the Eurocup.

Ends

Magnus Laird

Director of Motorsport,
Caterham Cars Ltd

For further information please contact in the first instance your championship co-ordinator, who will be able to direct your enquiry to the appropriate person.