

2015 PREVIEW



CATERHAM
MOTORSPORT

INTRODUCTION

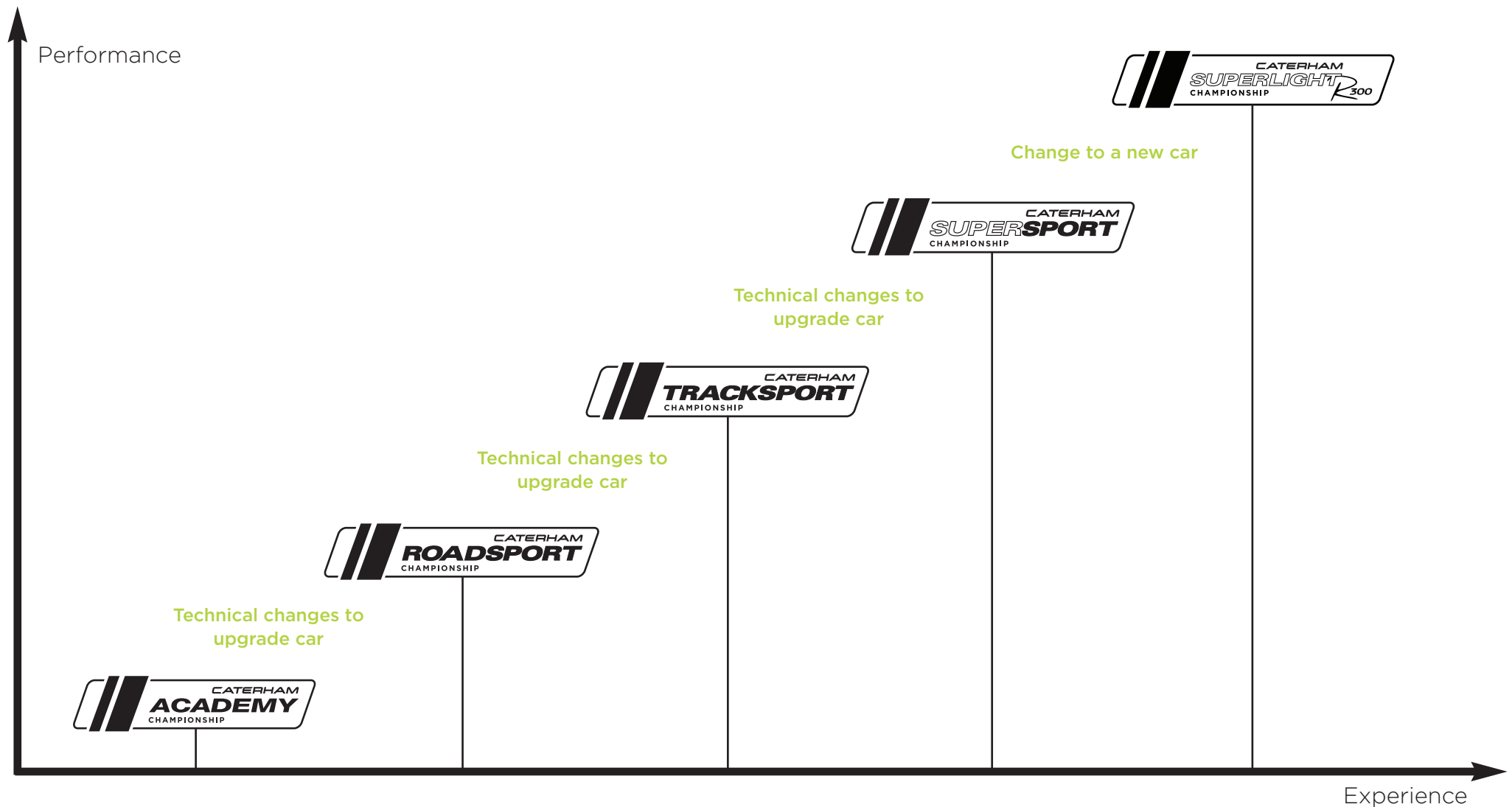
As another great year of Caterham Motorsport comes to a close, we turn to the coming year with the 2015 preview. This is designed to give you an insight into the cars, championships and eligibility for entry in 2015. The calendar for next year will be released during November, but expect another year of the top UK circuits and our, now regular trip to take in one of Europe's finest.



A new addition for 2015, and away from the main Caterham championship calendar, will be the BRSCC Caterham Open Trophy. Aimed exclusively at older cars it will retain the level playing field enjoyed in Caterham Motorsport. This will provide a home for older race cars, increasing the market for those drivers looking to sell their cars and step up to R300.

2015 CATERHAM MOTORSPORT LADDER

Caterham Motorsport has built a 'ladder' of race series designed to enable our competitors to progress in steps, in both terms of format and performance. The 2015 ladder is included here graphically, mainly for the clarity of those competitors coming up from Academy this year.



2015 CHAMPIONSHIP QUICK REFERENCE GUIDE

	ACADEMY	ROADSPORT	TRACKSPORT	SUPERSPORT	R300 (H Pattern)	R300 (Sequential)
Chassis & roll cage	Roadsport	Roadsport	Roadsport	Roadsport	Superlight	Superlight
Engine	Caterham Sigma Academy	Caterham Sigma Roadsport	Caterham Sigma Tracksport	Caterham Sigma Supersport	Caterham Duratec	Caterham Duratec
Power Output	125bhp	125bhp	125bhp	140bhp	175bhp	175bhp
Max rpm	6800rpm	6800rpm	7200rpm	7200rpm	7400rpm	7400rpm
Gearbox type	5 speed std	5 speed std	5 speed std	5 speed std	6 speed std	6 speed Sadev Sequential
Differential type	Open	Open	Open	Limited slip	Limited slip	Limited slip
Dampers	Road	Road	Uprated	Uprated	Full race	Full race
Spring rates F/R	150lb/prog Fixed std	150lb/prog Fixed std	250lb/215lb Fixed race	250lb/215lb Fixed race	250lb/250lb Fixed race	250lb/250lb Fixed race
Tyres	Avon CR322	Avon ZZS	Avon ZZS	Avon ZZS	TBC	Avon ZZR Max 1 new set per weekend & Avon ZZS (wet)



	ACADEMY	ROADSPORT	TRACKSPORT	SUPERSPORT	R300
Weekends	7				
Rounds	7	14 (2 per weekend)			
Race duration	15 mins	20 mins	30 mins	30 mins	30 mins
Points System	25 for first, then 23-22-21-20 etc, with 1 point for every classified finisher				
Drop scores	1 – ie. best six scores count for championship total.	2 – ie, best 12 scores count for championship total			
Team Support	Prohibited		Optional		
Caterham Track Support	Included	Mandatory	Optional		
Engine re-builder	Caterham				



Introduced as Roadsport-B in 2002, the Roadsport championship has become so popular over the last six seasons that its entry has been restricted to just the previous year's Academy and 'invited' novices (drivers with less than five races experience). This ensures we maintain the level playing field that is a key factor in making Caterham Motorsport such a success. As with Academy, team support is not allowed. Therefore, central support from Caterham is mandatory at a cost of £595 inc VAT.

Good news for drivers in the 2014 Academy is that the change in specification to the Sigma engine for this year has meant that the former £570 valve spring upgrade for Roadsport is no longer required!

ELIGIBLE CARS (WITH RELEVANT UPGRADES):

- 2014 Academy

ELIGIBLE DRIVERS (IN PRIORITY ORDER):

- 2014 Academy competitors
- Novice drivers at Caterham's discretion

MANDATORY UPGRADES FROM A 2014 ACADEMY CAR:

- Avon ZZS tyres
- AP Racing master cylinder cap

MAJOR CHANGES FOR THE 2014 SEASON:

No other significant changes.

2016: Roadsport drivers in the 2015 series, as in previous years, will be required to vacate the series to make way for those moving up from Academy. 2015 Roadsport cars will be able to upgrade to Tracksport specification.





2010 saw the introduction of a Sigma-engined car in an otherwise identical specification to replace the hugely successful Rover k-series powered 'Roadsport-A'. Initially called Supersport in 2010 and 2011, the championship was renamed Tracksport for 2012.

The modifications made to the Sigma engine at Roadsport level provide scope to increase the rev-limit on the engine from 6800rpm to 7200rpm. This requires a re-map of the ECU and new injectors to cope with the increased fuelling. The additional revs provide a modest increase in performance to make use of the aero benefits of running without a screen.

ELIGIBLE CARS (WITH RELEVANT UPGRADES):

- 2013 – 2014 Roadsport

The 2013 onwards Roadsport cars being upgraded to Tracksport brought with them the BMW differential. Although near identical in ratio, with a design some 20 years younger than the Ford unit, it is generally accepted as the quicker unit. Both differentials are allowed.

- 2012 – 2014 Tracksport
- 2012 Roadsport
- 2011 'Supersport' (now Tracksport)
- 2011 Roadsport
- 2010 Roadsport-B
- 2009 – 2012 Academy

ELIGIBLE DRIVERS (IN PRIORITY ORDER):

- 2014 Roadsport competitors
- 2014 Tracksport competitors
- 2013 Academy competitors (returning to racing)
- All other drivers (no restrictions)

MANDATORY UPGRADES FROM A 2014 ROADSPORT CAR:

- Avon ZZS tyres
- Tracksport engine upgrade
- Wide track suspension with uprated dampers & race springs
- 'Optional' removal of screen for racing
- 'Optional' removal lights for racing*

* A revised bracket is available which will enable the lights to be removed/fitted in a matter of seconds, rather than minutes. Captive nut windscreen brackets remain available for refitting the windscreen easily.

Fitted – Upgrade costs from £1900+VAT

Parts Only – £1200+VAT for upgrade kit plus £450+VAT for the engine upgrade (which must be carried out by Caterham)

MAJOR CHANGES FOR THE 2014 SEASON:

No other significant changes.



2016: Tracksport drivers can remain in the series for as long as there is capacity to accommodate them. In line with the four-year race promise made in Academy (now four years), priority will be given to those drivers coming up from Academy and Roadsport.





New for the 2012 season, Supersport established itself as a fantastic specification car to drive, with races to match. Supersport provides a fourth year of racing in cars that started life in the Academy.

Supersport introduces a new driving element with the addition of a limited slip differential. Aside from the additional grip out of low speed corners, this provides a greater degree of control over the rear of the car with the throttle. To make the most of a LSD, more power is required and the Supersport engine is boosted to 140bhp through more performance focused camshafts and a cold air intake system.

The 2014 Tracksport cars being upgraded to Supersport will bring with them the BMW differential. Although near identical in ratio, with a design some 20 years younger than the Ford unit, it is generally accepted as the quicker unit. However, a rolling road comparative test using the same car suggests that the at-the-wheels power advantage is just 1bhp for the BMW differential. Both differentials will be allowed.



ELIGIBLE CARS (WITH RELEVANT UPGRADES):

- 2012 – 2014 Supersport
- 2012 – 2014 Tracksport
- 2012 Roadsport
- 2011 'Supersport' (now Tracksport)
- 2010 Roadsport-B
- 2009-2012 Academy

ELIGIBLE DRIVERS (IN PRIORITY ORDER):

- 2014 Tracksport competitors
- 2014 Supersport competitors
- 2013 Tracksport competitors
- 2013 Roadsport competitors (returning to racing)
- 2012 Academy competitors (returning to racing)
- All other drivers (no restrictions)

MANDATORY UPGRADES FROM A 2014 TRACKSPORT CAR:

- Avon ZZS tyres
- Supersport engine upgrade
- Cold air intake system
- Rear locking bonnet catches
- Limited slip differential

Fitted – Upgrade costs from £2095+VAT
Parts Only – £895+VAT for upgrade kit plus £850+VAT for the engine upgrade (which must be carried out by Caterham)

MAJOR CHANGES FOR THE 2014 SEASON:

No other significant changes.

2016: Supersport drivers can remain in the series as long as there's capacity to accommodate them.



Launched in 2009, the new R300 provided a stepping stone between the then-Roadsport-A category and the R400. However, the R300 proved to be such an easy and rewarding car to drive, that the lap times came close to that of its much more powerful stablemate and it quickly became the premier Caterham series.

The philosophy behind the R300 is to provide a significant step in performance, but retain the durability, low running costs and ease of set-up of the lower powered cars. The suspension on the car has fixed rate springs and dampers, like all Caterham race cars, reducing the need for testing and simplifying car set-up – both of which help ensure the level playing field of competition. However, professional support is prevalent in R300's and it's great to see the teams in the Caterham paddock promoting our championships.

In 2014 the use of a Sadev 6-speed sequential gearbox with flat-shift was introduced. In addition to providing a better driving experience and a higher top speed, the gearbox needs significantly less maintenance and is substantially stronger in service.

A move to Avon ZZR semi-slick tyres in 2014 also saw an increase in performance. For wet conditions, the use of ZWS tyres are permitted.

For 2015, there will be two classes within R300; class names are yet to be determined but for now shall be referred to as 1 and 2. Class 1 is for the sequential gearbox cars as per the 2014 series and will be the premier series. These cars will be permitted up to one new set of ZZR tyres per race weekend.

Class 2 is for >2013 specification cars with the standard h-pattern 6 speed gearbox. The tyre choice is likely to be ZZR however more details are TBA.

ELIGIBLE CARS:

- 2009 onwards R300 race cars only (with updates)

ELIGIBLE DRIVERS (IN PRIORITY ORDER):

- Drivers registered for, and competing in, the complete 2014 championship
- Drivers with new cars bought specifically for the 2015 season (sales capped)
- All others

MAJOR CHANGES FOR THE 2014 SEASON:

No other significant changes.

2016: The R300 championship continues in its current format with no foreseen significant changes.



CATERHAM OPEN TROPHY



In partnership with the BRSCC, Caterham promises drivers entering Academy that they will have a guaranteed option to complete four years of progression with their car. Drivers in the final year, Supersport, can stay as long as there is capacity, but cars become outdated compared to those coming up through the ranks.

Many of these drivers would like to move up into an R300, but selling a potentially outdated Supersport means the market is limited. Other drivers prefer to take a more relaxed approach to racing, entering fewer events.

The new BRSCC Caterham Open Trophy will be four or five independent trophy races (no championship) on its own calendar. Open only to cars originally from the 2011 Academy or earlier, with the current Caterham Supersport regulations as the top class. With a two driver option, owners of

older Caterham race cars will now have an alternative option for racing in a low pressure environment, with the highest performance model permitted.

Race weekends and race formats will vary. Held over one or two days, they will include a short practice to reduce the need for testing. There will be a combination of two-race events and longer one-race events with a mandatory five minute pit-stop (allowing a comfortable and safe driver change for two-driver entries).

As the Caterham Motorsport team will not be present to offer trackside technical support, parts or hospitality, team support is permitted.

Finally, to maintain a standard of driving enjoyed by our competitors during the championships, only National A licence holders will be permitted to enter the Open Trophy races.

ELIGIBLE CARS:

- Ford Sigma engine cars that were originally in the 2011 Academy or earlier

ELIGIBLE DRIVERS (IN PRIORITY ORDER):

- Experienced drivers only (no novices)



TEAM SUPPORT AND CATERHAM TECH SUPPORT

In Academy and Roadsport, team support is prohibited to ensure that competitors have a level playing field of technical ability and knowledge at a circuit and there isn't the perception of someone having an advantage.

Caterham provides a central support facility manned only by specially selected, skilled Caterham technicians. The fully equipped team perform trackside accident and breakdown repairs, supported by a stock of ~£100k of parts. This service is provided free of charge to Academy, is mandatory for Roadsport drivers and available as an option to drivers in all other championships.

Excluding teams is peculiar to Caterham racing. Consequently, there are a number of myths that have grown up around the subject, leaving some individuals concerned that they may not be competitive unless supported by a professional outfit. This is not the case.

Whilst a race team does have more experience and knowledge than individual drivers, the technical regulations of our cars are specifically written in a way to minimise variables; for example, spring rates and dampers are fixed. The nature of a Caterham means that once a car has been set-up for a particular driver's style, it will only vary a little from circuit to circuit, if at all. Therefore, driver-run cars can enter these championships on an equal footing.

However, at this level the teams do provide a valuable service of convenience. For a number of our drivers, being able to arrive at a circuit knowing their car will be fuelled, checked and ready to go is essential. These competitors may not have the time, ability or space to be able to look after a race car themselves and without the teams services they simply wouldn't be racing Caterhams.

There is also the misconception that a driver whose Academy or Roadsport car has paid a visit to their local team will have a spent ££££'s on set-up. In reality, a professional set-up, required just once for most people to provide a baseline to work from, will be no more than a few hundred pounds. Don't forget that Caterham also provide this service and Caterham set-up cars hold lap records and have also won races this year!

Additionally, teams provide the regular servicing or installation of parts that a driver might otherwise undertake themselves (or have Caterham do). This is sometimes mistakenly seen as more money being spent on a 'team set-up'.

Finally the transport and pre-event preparation services offered by teams are also available from Caterham.



