



PRESS INFORMATION
2003 SEASON

AUTOSPORT CATERHAM EURO CUP

The *Autosport* Caterham Eurocup is the zenith of Caterham's European motor sport activities, a 10-round championship which visits some of the continent's finest circuits and which is aimed at drivers of the firm's most powerful racing model, the R400, and its sister machine, the Roadsport.

Backed by *Autosport*, the weekly British motor sport 'bible', the championship this year sees twin races each at the legendary German Nürburgring circuit, the Belgian Grand Prix track at Spa-Francorchamps, Dijon in France, Zandvoort in the Netherlands and Sachsenring in Germany.

At the heart of the series is the fearsomely powerful Caterham R400 which, though outwardly recognisable as having as its basis Colin Chapman's timeless Lotus 7 design, has over 46 years of refinement and evolution become a very different and much more sophisticated sports car.

Under the bonnet is a naturally aspirated MG XPower 1.8-litre, 16-valve engine which develops 200bhp at 7900rpm, delivered to the rear wheels via a six-speed manual gearbox. With a minimum weight set at just 500kg – less than half that of a new Mini – it's easy to see why the R400 flies.

The road-going R400 – yes, you can drive one of these racers legally in the street, from £27,750 – boasts a 140mph top speed, and it can sprint from rest to 60mph in 3.9 seconds. The different gearing and Yokohama control tyres of the racing version make it comfortably a quicker proposition...

There's a class also for the Roadsport, which is powered by the MG XPower 1.6-litre, 16-valve engine, developing 138bhp or 115bhp depending on model.

Aside from the remarkable speed of the cars, what makes the *Autosport* Caterham Eurocup such a crowd-pleasing spectacle is that none of the competitors is allowed to gain too much of an advantage. Policing of the championship technical regulations during the season is strict indeed.

In any form of motor sport, safety is a key consideration. Among the safety features are a roll-over cage, cockpit impact protection bars, aluminium honeycomb chassis side protection, a six-point full harness safety belt system and a plumbed-in fire extinguisher system. To be eligible to contest the championship, drivers must hold a National A racing licence issued by Britain's motor sport governing body, the MSA, or an equivalent licence issued by a European ASN.

more/...

CATERHAM MOTORSPORT PUBLIC RELATIONS

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The Eurocup is organised in conjunction with Caterham's German importer and the German-based Caterham Yokohama Rial Challenge.

2003 Autosport Caterham Eurocup

Provisional calendar

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

Ends

Further information Nick Carter, 01530 563200
Championship website www.caterhamracing.com



AUTOSPORT CATERHAM EURO CUP

Roll of honour

CHAMPIONSHIP TOP 10

| 2001 | | 2002 | |
|-------------|-------------------|-------------|-------------------|
| 1st | Simon Pullan | SLR 1st | Barry Horne |
| 2nd | Nigel Taylor | 2nd | Simon Crompton |
| 3rd | Clive Richards | 3rd | Chris Cooper |
| 4th | Malcolm Cook | 4th | Ross Maxwell |
| 5th | Michel Borens | 5th | Steve Frost |
| 6th | François Salhien | RSP 1st | Clive Richards |
| 7th | Nick Jacobs | 2nd | Olcay Kipoz |
| 8th | Philip Derby | 3rd | Cem Kitapci |
| 9th | Howard Redhouse | 4th | Aytug Sakallioğlu |
| 10th | Geoffrey Johnston | 5th | Bulent Solmaz |

RACE WINNERS

Nürburgring

| | | | |
|----------|------------------|--------------------|--|
| 14/04/01 | Simon Pullan | | |
| 19/10/02 | Chris Cooper SLR | Clive Richards RSP | |
| 20/10/02 | Barry Horne SLR | Clive Richards RSP | |

Spa-Francorchamps

| | | | |
|----------|-----------------|--------------------|--|
| 18/05/01 | Simon Pullan | | |
| 19/05/01 | Chris Cooper | | |
| 18/05/02 | Barry Horne SLR | Clive Richards RSP | |
| 19/05/02 | Matt Kelly SLR | Clive Richards RSP | |

Zandvoort

| | | | |
|----------|-----------------|--------------------|--|
| 13/07/01 | Simon Pullan | | |
| 14/07/01 | Howard Redhouse | | |
| 12/07/02 | Barry Horne SLR | Clive Richards RSP | |
| 13/07/02 | Barry Horne SLR | Clive Richards RSP | |

Dijon

| | | | |
|----------|-----------------|--------------------|--|
| 14/09/01 | Clive Richards | | |
| 15/09/01 | Simon Pullan | | |
| 13/09/02 | Barry Horne SLR | Clive Richards RSP | |
| 14/09/02 | Barry Horne SLR | Clive Richards RSP | |

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CATERHAM R400 CHALLENGE
AUTOSPORT CATERHAM EURO CUP

Chassis specification

| | |
|------------------|---|
| Engine | 1.8-litre MG XPower aluminium unit mounted longitudinally Bespoke large valve/large port cylinder head 11.0:1 compression ratio Mechanical tappets, double overhead cam, 16 valves MBE967 engine management system 4 into 2 into 1 side-exit 6in catalytic silencer |
| Maximum power | 200bhp@7900rpm |
| Maximum torque | 152lb ft @5900rpm |
| Transmission | Caterham six-speed manual |
| Brakes | Front/Rear, 228mm solid disc Racing brake calipers & 254mm vented front discs may be used |
| Suspension | Front, independent, twin wishbones, anti-roll bar, race-spec Bilstein dampers Rear, de Dion, lower A frame, upper Watts linkage or upper radius arms, adjustable anti-roll bar, race-spec Bilstein dampers |
| Wheels & tyres | Front, 7.0in x 13in, Avon (UK)/Yokohama (Eurocup) slick Rear, 8.2in x 13in, Avon (UK)/Yokohama (Eurocup) slick Caterham three-piece split rim with magnesium centre |
| Safety equipment | Six-point race harness, plumbed-in fire extinguisher, honeycombe boot floor panel, side-impact protection system |
| Dimensions | Wheelbase, 2225mm Front track, 1336mm Rear track, 1336mm |
| Minimum weight | Car without driver, 500kg Car with driver, 590kg |

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