



PRESS INFORMATION
2003 SEASON

2003 CATERHAM R400 CHALLENGE *in association with Autosport*

The Caterham R400 Challenge is the pinnacle of the Surrey-based sports car manufacturer's varied and exciting motor sport activities in the UK.

Backed by the UK's leading motorsport journal, *Autosport*, the championship provides spectators – both trackside and watching on satellite TV around the world – with thrilling entertainment unrivalled on the domestic racing scene.

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-Rover 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 slick Avon control tyres of the racing version make it comfortably a quicker proposition...

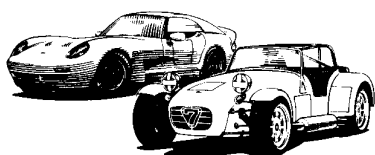
Aside from the remarkable speed of the cars, what makes the Caterham R400 Challenge such a crowd-pleasing spectacle is that none of the competitors is allowed to gain too much of an advantage. All the power units of the competing cars are tested and sealed by the experts at Minister Power, and policing of the championship technical regulations during the season is strict indeed.

The racing is fast and furious, and as close as it can be... While some championships struggle to provide overtaking drama, it's quite common to see six or seven changes of lead in a Caterham race, and sometimes even six or seven changes of lead in a single lap.

In any form of motor sport, safety is a key consideration. Among the R400's 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, the drivers must hold a National A racing licence issued by Britain's motor sport governing body, the MSA.

For 2003 the championship's crowd-pleasing status has been recognised with its adoption on one of the UK's premier racing presentations, the British F3/British GT tour.

more



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Max Communications, 14 High Street, Packington, Ashby-de-la-Zouch LE65 1WH
Tel 01530 563200 Fax 01530 563321 email mail@maxcomms.com

The R400 Challenge will be a supporting act at the GT/F3 events at Donington Park, Croft, Castle Combe, Silverstone, Thruxton and Brands Hatch and will close its season at Brands Hatch in October with the fantastic jointly organised Caterham/Formula Ford Festival.

Simon Nearn, Caterham Cars managing director, believes the calendar to be the most exciting yet devised. "The established 30-minute race format already provided our competitors with the best-value format in British motorsport," he said, "and now we have taken that a step further by adding twin races at six of our seven meetings.

"And not only are we supporting the prestigious and exciting British GT and F3 championships, but our calendar this year takes us to the Grand Prix circuit at Silverstone for the first time as well as the Brands GP circuit, Donington, Croft, Castle Combe and Thruxton, with what I am sure will be a rousing finale at the Caterham/Formula Ford Festival at Brands. It's a cracking calendar and will appeal particularly to drivers seeking value from their motor racing as well as the brilliantly close action for which Caterhams are renowned."

The British Racing Drivers Club, organiser of the British F3/GT tour, expects raceday crowds in excess of 25,000 at its meetings. The championship gains further valuable exposure in the UK on the three Sky Sport channels, with edited highlights of selected rounds packaged for the ever-growing satellite TV audience.

The Caterham R400 Challenge will be decided over 13 half-hour races at eight meetings, and the chances are strong that, like in 2001 and 2002, the title fight will go close to the wire. There is a £10,000 prize fund to be shared between the champion, his runner-up and the third-placed overall driver.

The R400 Challenge is one of the top rungs in Caterham's motor sport 'ladder of excellence', which can take novice drivers through their first steps, via the Caterham Academy, through to club-level racing with the *Motorsport News* Caterham Roadsport Challenge. After success in the R400 Challenge, drivers can compete internationally also, in the *Autosport* Caterham Eurocup.

2003 Caterham R400 Challenge in association with *Autosport*

Provisional calendar

Apr 5/6	Donington Park National	Double header	GT/F3
May 3/4	Croft	Double header	GT/F3
May 25/26	Silverstone GP	Double header	GT/F3
Jun 21/22	Castle Combe	Double header	GT/F3
Aug 16/17	Thruxton	Double header	GT/F3
Sep 27/28	Brands Hatch GP	Double header	GT/F3
Oct 18/19	Brands Hatch Indy	Single race	Caterham/Ford Festival

Ends

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



CATERHAM R400 CHALLENGE

Championship awards

Overall champion	£7,000
Runner-up	£2,000
Third in championship	£1,000
Winner each round	tba
2nd place each round	tba
3rd place each round	tba

CHAMPIONSHIP SPONSORS

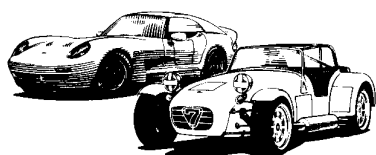
Autosport
MG XPower
Minister
Cooper-Avon Tyres

CHAMPIONSHIP ORGANISATION

The 2003 Caterham R400 Challenge is organised under the auspices of the British Racing and Sports Car Club Ltd, 35 Kings Hill Avenue, West Malling, Kent ME19 4RR

CHAMPIONSHIP CO-ORDINATION

Kay Carter, 14 High Street, Packington, Ashby-de-la-Zouch, Leicestershire LE65 1WH
Tel 01530 416571, email kay.carter@superlight.org



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CATERHAM R400 CHALLENGE

Roll of honour

CHAMPIONSHIP TOP 10

2000		2001		2002	
1st	Rob Jenkinson	1st	Chris Cooper	1st	Barry Horne
2nd	Matt Bettley	2nd	John Gladman	2nd	John Gladman
3rd	Gerry Taylor	3rd	Philip Gladman	3rd	Keith Robinson
4th	Alex Pilgrim	4th	Peter Mangion	4th	Jason Sutherland
5th	John Stack	5th	Gerry Taylor	5th	Luc Paillard
6th	Peter Mangion	6th	Rob Garofall	6th	Rob Griffiths
7th	Hugh Hayden	7th	Stephen Worley	7th	Philip Gladman
8th	John Ingram	8th	Peter Ratcliff	8th	Marcello Romano
9th	Rob Griffiths	=9th	David Hornsey	9th	Paul Kite
10th	Rob Durrant		Jack Newland	10th	Will Hodges

RACE WINNERS

Brands Hatch

01/05/00 (Indy)	Matt Bettley	19/08/00 (Indy)	Matt Bettley
20/08/00 (Indy)	Rob Jenkinson	10/09/00 (GP)	Matt Bettley
06/05/01 (GP)	Chris Cooper	07/05/01 (GP)	John Gladman
30/09/01 (Indy)	Philip Gladman	06/10/02 (Indy)	John Gladman

Castle Combe

24/09/00	Chris Cooper	27/08/01	Chris Cooper
23/06/02	Barry Horne		

Croft

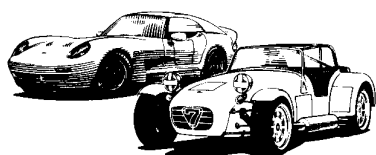
08/07/00	Rob Jenkinson	09/07/00	Matt Bettley
25/05/02	Barry Horne	26/05/02	Barry Horne

Donington Park

02/04/00 (Nat)	Rob Jenkinson	29/05/00 (GP)	Matt Bettley
03/06/01 (GP)	John Gladman	14/04/02 (Nat)	John Gladman

Thruxton

06/05/02	Barry Horne	15/09/02	Barry Horne
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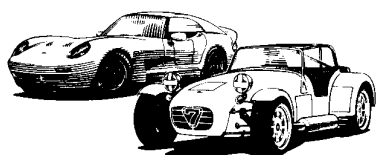
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CATERHAM R400 CHALLENGE AUTOSPORT CATERHAM EURO CUP

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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