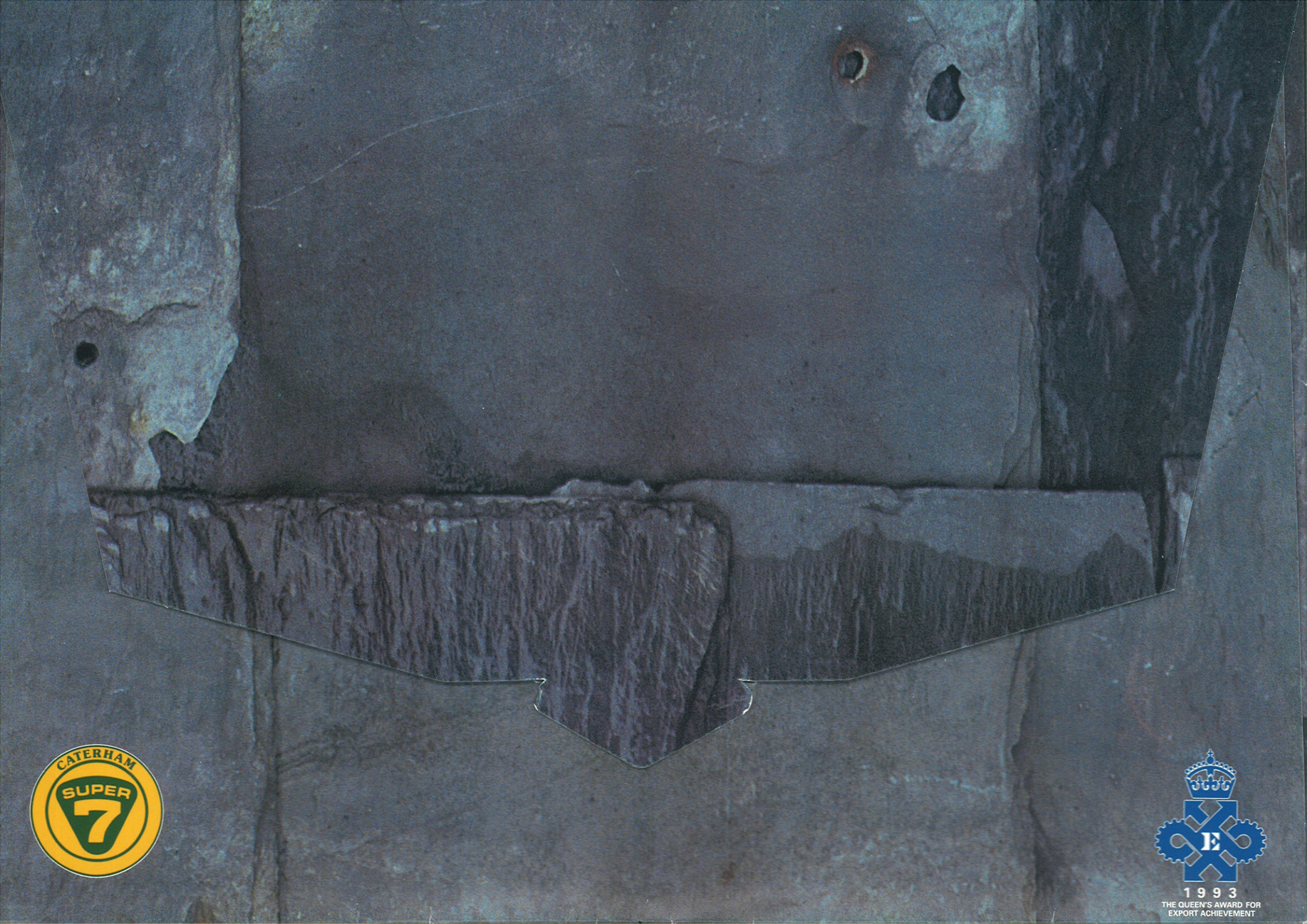
CATERHAM
SUPER
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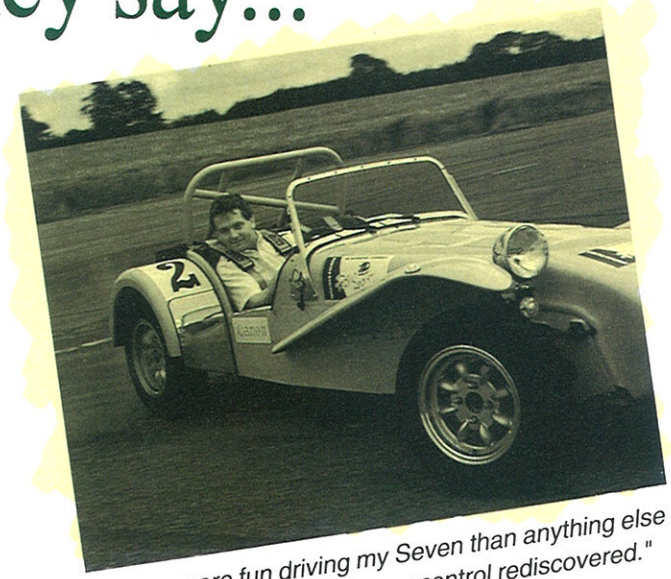
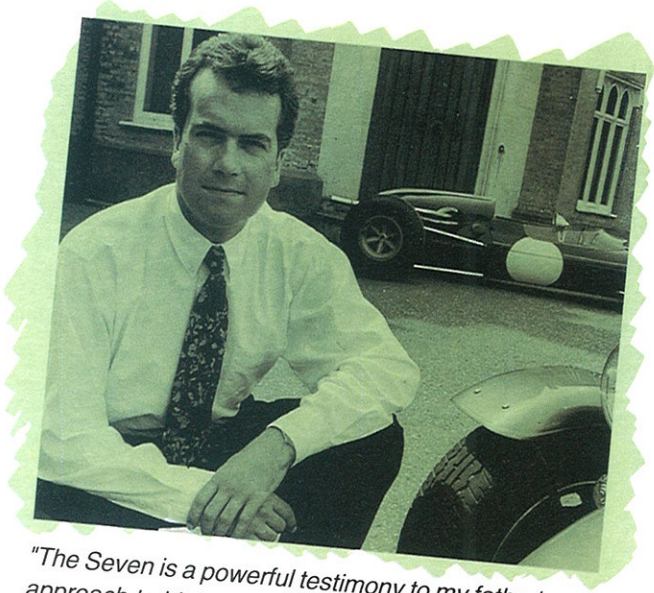
1993
THE QUEEN'S AWARD FOR
EXPORT ACHIEVEMENT

They say...



"I have more fun driving my Seven than anything else I have driven - the joys of car control rediscovered."
Jonathan Palmer, GP driver



"The Seven is a powerful testimony to my father's approach to high-performance engineering."
Clive Chapman, Team Lotus

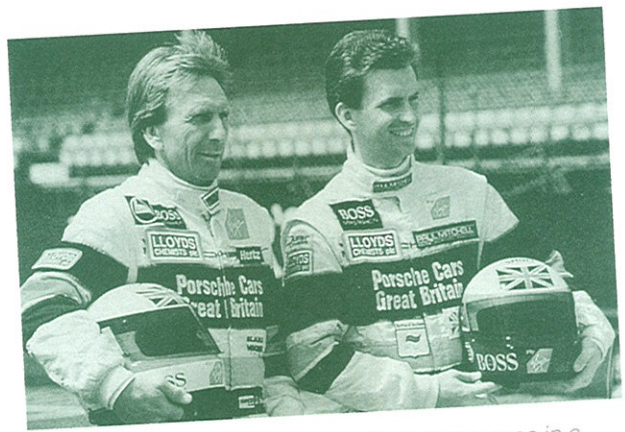
"The perfect sports car, pure and simple."
Lord Montagu of Beaulieu

"Lots of fun to drive, very entertaining..."
David Brabham, GP driver

"All my racing life, driving and spectating, there's been that motorsport feeling with Ferraris and Sevens. Caterham's still do it to me..".
Chris Rea, Musician

"Caterham provides motoring as it should be, not as it has become."
The John Watson Performance Driving Centre

"The Seven was the symbol of all the Prisoner represented...standing out from the crowd, quick, agile, independent and with a touch of the rebel."
Patrick McGoohan, The Prisoner



"Thirty years ago the first race of my career was in a Seven...it's still as fine a way of getting into racing as ever."
Derek Bell, Le Mans winner, here with his son Justin.

They say...

ARTOIS
buro market

C A T E R H A M

The **Seven** is celebrated throughout the world as a no-compromise two-seater sports car for the road that has been proven from the first race by Graham Hill in the '50s to victories in 24-hour races in the '90s.

Colin Chapman designed the original **Lotus Seven** which became the **Caterham Seven** when **Lotus** sold the world rights. Caterham has been custodian of the legend for nearly 40 years and has been responsible for the continuous development of the performance, handling and safety features, to meet current vehicle legislation.

Caterham Seven motoring starts with the **Ford** powered Classic through the **Rover** K-Series to the **Vauxhall** and a range of competition engines.

Ownership of a Caterham Seven offers membership of the UK and overseas Seven owner's clubs, the opportunity to develop your driving skills **and not to be just a number**.

Graham Nearn,
Managing Director, Caterham Cars

Caterham racing: Inset, Silverstone, K-Series Road-going

Main picture, Spa Francorchamps international race, 1994

Caterham Motorsport

"Staggeringly fast, it's a car which rewrites your parameters of speed."

Autosport

The Caterham Motorsport Programme

THE CATERHAM VAUXHALL CHALLENGE

The Caterham Vauxhall Challenge is one of the fastest one-make championships in Europe today. Stripped to a bare minimum, running on slick racing tyres and with a single racing aeroscreen in place of a windscreen, the 190bhp Vauxhall-powered Caterham weighs only 525kgs. The resulting power to weight ratio is a challenge to even the most experienced racing driver. The regulations are strictly controlled and are designed to provide close and cost-effective racing. All the cars are mechanically identical; the only permitted modifications being a limited selection of road springs and front and rear anti-roll bars. The onus is therefore heavily on the driver to perform.

THE K-SERIES CATERHAM CHALLENGE

Caterham Cars announced a new race series in 1994 exclusively for Caterham Sevens powered by Rover's renowned 1,400cc K-Series engine. The 12-round championship is supported by Rover Cars through Rover Sport and is known as the Caterham Rover K-Series Challenge. These cars are run to an expertly devised set of rules with sealed engines and minimal modifications to keep costs low, and guarantee close, exciting racing with cars that are still fully road legal. This is the ideal race series for novice competitors looking for fun motorsport.

CIRCUIT RACING

Caterham Sevens, powered with the ubiquitous Ford Kent engine, have the option of two race challenges organised by the BRSCC and the Seven Fifty Motor Club. These series are run on a low-cost basis and are ideal for those competitors looking for maximum fun with minimal initial outlay.

HILL CLIMBING

On most weekends throughout the race season, Caterham Sevens can be found competing on the hills all around the UK. Having won many championships from the 50's through to the 90's, the Seven is *the* car for serious competitors. The Caterham sales team will be happy to discuss any particular requirements you may have for your hill-climb car.

CLUB MOTORSPORT

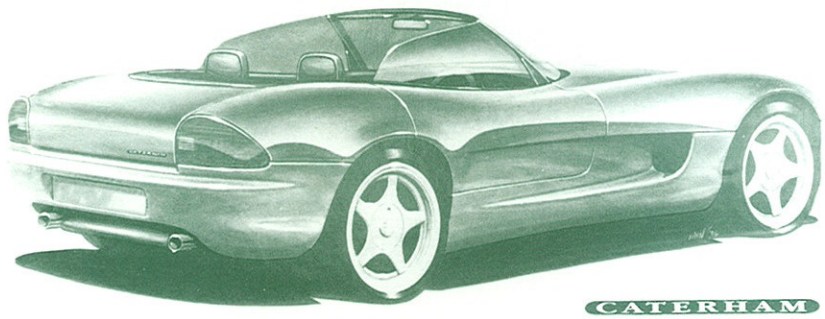
The Caterham Seven has a huge following both in the UK and overseas, and there are numerous active owner's clubs catering for the needs of their members. The two major events are the annual International Swiss Meeting which involves a treasure hunt through the Swiss Alps, interspersed by special events such as autotests, and sprints, and the British International Event consisting of a weekend packed with sprints, autotests and other fun activities. In addition there are numerous local Club events offering differing levels of motorsport to suit your requirements. These activities are open to any Seven owner; a competition licence is not required.

Caterham C21

Caterham 21

"Modern yet timeless."

Autocar & Motor



Construction

Multi-tubular space-frame with side impact protection, crumple zones and additional torsional rigidity. One-piece body incorporating inner wings, boot box, bulkhead, sills and outer rear wings. Additional mouldings for doors, boot, bonnet and bumpers.

Engine

Engine options include the Rover K-Series 1.4 litre (103bhp or 130bhp), the Vauxhall 2.0 litre carburetter or injection units (175bhp and 165bhp) or the Ford 1700 Crossflow (135bhp).

Transmission

Optional five or six-speed gearboxes.

Suspension

Front: Independent adjustable double wishbone with anti-roll bar, coil springs and Bilstein telescopic dampers.
Rear: De Dion rear axle with lower A-frame and upper radius arms, coil springs, Bilstein telescopic dampers and adjustable rear anti-roll bar.

Brakes

Twin circuit split front/rear with low fluid warning. Handbrake operates on rear wheels.
Front and rear discs (228mm).

Weights

Kerb weight: 640KG to 740KG. Max weight 960KG.

Interior

Dashboard finished in aluminium and composite or leather. Lightweight bespoke individual adjustable seats.