



CATERHAM
ACADEMY
CHAMPIONSHIP



The Caterham Academy is the perfect introduction to Motorsport. Exclusively for drivers who have had no previous race experience, the Academy is an all-inclusive package containing every element required to start and compete in Motorsport. Over nineteen sell-out years, more than 900 drivers have started racing in the Caterham Academy.

The Academy package includes:

- ARDS training & licence
- Technical training & support
- Two non-competitive driving events
- Two competitive speed events
- Five races

- 0-60mph in little over 5 seconds
- Capacity grids
- Road legal



The Caterham Academy car can be easily upgraded to Roadsport specification, to continue the journey into Motorsport with a full season's racing in the Roadsport championship, exclusively for graduating Academy drivers.

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CHAMPIONSHIP ROUNDS

Typical Dates and venues for illustration only

| | |
|-----------|----------------------------|
| February | Castle Combe – ARDS day |
| March | Handling day - Silverstone |
| April | Castle Combe – Test day |
| April | Aintree Sprint |
| May | Blyton Park Sprint |
| June | Oulton Park Race |
| July | Rockingham Race |
| August | Brands Hatch Race |
| September | Croft Race |
| October | Silverstone Race |

CATERHAM MOTORSPORT AWARDS EVENING

| | |
|----------|----------------|
| November | Lingfield Park |
|----------|----------------|

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The Academy Championship is a unique package, available only to complete novices to ensure a level playing field of experience (none!).

The Academy driver can be assured that they will be sharing their first season in motorsport with up to twenty seven other drivers in exactly the same position.

Closely controlled regulations mean that Academy drivers will be racing in identical machinery. Team support is not allowed, so technical support is provided as part of the package at every event by Caterham. In this way, those with little or no mechanical experience are not at any disadvantage.

The Academy package is a complete introduction of Motorsport through a season of events, all in one price, including:

- Technical and Set-Up seminars
- 'Go Racing' pack
- Circuit Guide
- ARDS course and exam*
- Medical
- Competition licence

- Exclusive test day
- Car control handling day

- Two structure speed events (each progressively more challenging)
- Five 15-20 minute races

Finally, the dedicated Motorsport coordinator ensures that competitors know what to do and where to be at all times; with regular newsletters and acting as a single point of contact for everything from licence application to entry forms.

*Please note that in order to obtain your race license it will be necessary to pass a medical. For more details on the medical please contact a member of the Caterham team or speak to your GP.

The Academy car is a fully road-legal race car, with road registration a requirement for the season. Academy drivers are encouraged to drive their cars to the events! As a race car, the specification includes full safety equipment, such as an FIA approved roll-cage, plumbed-in fire extinguisher and battery master cut-off.

The control Avon 'Caterham Academy' CR322 tyres are produced exclusively for the Caterham Academy and are designed to enable the novice drivers to learn the handling characteristics of the car in safety. Additionally, a full season's competition can be had on just a single set!

The Academy car also forms the base specification for the Roadsport race championship family: Roadsport itself reserved exclusively for the previous year's Academy graduates and a few invited novices; before further progression through to the Tracksport and Supersport Championships which use the same Academy vehicle with some technical upgrades. The final step on the Motorsport ladder is the Superlight R300 championship which does require a change in vehicle. Our Motorsport ladder enables the newly experienced drivers to explore their ability in Caterham's most popular formulas. This gives an easy five years of progression for an Academy driver.

Caterham Roadsport chassis

(Aluminium panelled spaceframe, with low replacement cost GRP wings and nose, Roadsport rollcage, and side impact protection bar)

- Full road-legal trim
- 125bhp Ford Sigma engine
- Mazda 5-speed gearbox
- Wet sump oil system
- 13" Caterham Motorsport wheels
- Adjustable suspension spring platforms
- Avon 'Caterham Academy' CR322 treaded tyres
- Full race roll-cage
- Plumbed fire extinguisher
- 6 point race harness (4 point passenger harness)
- Race seats
- Electrical master cut-off switch
- Fuel tank protection

CATERHAM

Following the ARDS (competition licence) course and training events, the competitive side of the Caterham Academy Champions will be contested over seven weekends, comprising of two speed events and five 15 minute races.

Speed events are either 'sprints' or 'hillclimbs'. Held on circuits or dedicated sprint courses (in the case of sprints); and hillclimb courses – a sprint on an ascending course; they are effectively the same type of competition. An individually timed run against the clock, one competitor at a time. Practice runs are followed by the several timed runs where only the single best time counts. The first speed event is held on a simple course, while the subsequent event get progressively more challenging to allow the Academy driver to learn and build their experience. Speed events prepare the driver for competition and process of a motorsport weekend, before being plunged into the world of circuit racing.

The second half of the Academy season consists of five races taking place at some of the UK's top circuits. For the current crop of Academists, the highlights of the year is when they share the weekend with all the Caterham championships, when the Caterham race circus visits Rockingham, Brands Hatch, Croft and Silverstone.

The success of the Academy has meant that since 2000, there are two separate (but identical) Academy groups each year – each producing an Academy Champion.

- Seven rounds
- Five race weekends
- Caterham race centre trackside support
- Tight regulations and thorough scrutineering ensure a level playing field
- Online gallery of copyright-free images from each race
- Selected TV coverage on Motors TV

CATERHAM

INTRODUCTION

CALENDAR

PACKAGE

ACADEMY CAR

CHAMPIONSHIP

COSTS

HALL OF FAME

SERIES GUIDE

CHAMPIONSHIP COSTS

- | | |
|------------------------------------|-----------|
| ▪ Full Championship registration | £included |
| ▪ BRSCC Membership | £included |
| ▪ Entry Fees (payable per weekend) | £included |
| ▪ Trackside technical support | £included |
| ▪ Circuit Guide | £included |

ACADEMY PACKAGE

- | | |
|--|---------------------|
| ▪ Caterham Academy car (CKD ¹) and complete season | £21,495 |
| ▪ Optional full weather equipment ² | £600 inc VAT |
| ▪ Optional side screens | £332 inc VAT |
| ▪ Optional half hood | £250 inc VAT |
| ▪ Optional tonneau cover | £230 inc VAT |
| ▪ Optional black pack ³ | £240 inc VAT |
| ▪ Optional quick release Momo steering wheel | £300 inc VAT |
| ▪ Optional push button start | £60 inc VAT |
| ▪ Optional Paint | from £1,150 inc VAT |
| ▪ Optional Bag seat | from £210 inc VAT |
| ▪ Optional Factory build | £3,000 inc VAT |

1 – In CKD form the car is supplied as a kit with comprehensive instructions, customers are urged to consider building their Academy car to increase working knowledge of the car. Factory build is an option at £3000, as listed.

2 – Full weather equipment includes sidescreens as well as a hood

3 – Black pack replaces silver/chrome headlights, and screen surround with satin black finish items.

WHAT ISN'T INCLUDED

As comprehensive as the Academy is, there are a number of costs you will incur that cannot be included in the original package such as travel and accommodation. These should be relatively obvious and are dependant on your location and accommodation preference.

However, one significant cost that isn't included is your personal safety equipment, ie. helmet and race suit etc. If you haven't already got it, this is something that cannot be avoided. Our long time Academy partner Demon Tweeks offers a 10% discount but more importantly, valuable advice on exactly what you need which is as follows:

Helmet (SNELL approved)

You will need to budget to spend at least £400 on a good quality helmet from one of the well known brands such as Arai, Bell or OMP. Higher cost usually relates to a slightly lower weight from exotic materials, but no more safety.

Race Suit (FIA approved)

We've partnered with Demon Tweeks to offer a well priced mid-level CATERHAM branded suit; removing the confusion for Academy drivers as to what to buy from a wide range of quality and performance.

Gloves & Boots (FIA approved)

We recommend that you choose a brand such as Alpinestars, OMP or Sparco. You can expect to pay anywhere between £60-£80, for a mid-level glove, and £125 for a similar boot/shoe, depending on you choice of style!

Balaclava and Underwear (Nomex)

Whilst this is not yet an absolute requirement, drivers are strongly recommended to wear flame resistant underwear, including a balaclava. You can expect to pay £125 for the full kit.

CATERHAM

ARE THERE ANY OTHER COSTS?

Whilst the Academy is a fully comprehensive package with very few essential extras not included (as per the last page), there are a number of other things that occasionally crop up in conversation that you might hear as being 'essential' or 'hidden extras'. Here at Caterham we like to be open about all the costs of the Academy so that you are fully informed and therefore below are details on these (clearly not hidden) hidden costs!

INSURANCE

Did you know that it is possible to insure against damage during racing and practice? Race insurance has no relation to your road insurance. There is no fault in race insurance either, it simply covers you for damage regardless of how the accident happened. You cannot claim off someone else's race insurance. Race insurance is not cheap, typically £1600 for the season from Caterham's motorsport insurance partner REIS. The typical excess is £2000 so you are essentially ensuring against a very large accident. Is it necessary? Well that is a choice only you can make. Of course, far more drivers make it through the year unscathed than have accidents! If you are one of the unlucky ones, you will be thankful of having insurance cover if you choose to take it out. However, we've met many drivers who have insured year on year and spent more that way than if they had actually had an accident and repaired it at their cost...

TRAILER

The Academy car is road legal and we believe it is a distinct advantage for drivers to spend time behind the wheel on the road, not just on the track. Familiarity with the car pays dividends. As there is no performance compromise for road use, driving it to and from circuits is a realistic proposition and over the years, many championships (not just Academy) have been won by drivers who drove their cars to every event, even some of the most competitive teams supported Caterham championships! Don't forget that the Caterham Support Team is there to look after you at every event if you have a problem. Of course, if you are looking to bring the family, spare wheels and several Jerry cans, then you will need more space. If you can trailer the Caterham, that does make life more convenient and as many drivers like to consider this option. There are a number of trailer manufacturers with trailers to suit the Academy vehicles and prices start from around £1525+VAT. Speak to a member of the Caterham team for more information.

FLAT FLOOR SET-UP

There is little mystery to the Academy car and equally little you can do to optimise its handling. This has been specifically designed into the specification. What you can do, how and why, is spelt out at the Academy Set-Up morning, which is part of the package. During this we explain what changes you can make, why you make them and how you would do it. The most difficult of these (as it requires specialist equipment) is corner-weighting, which is often referred to as flat-flooring. Caterham offer this at a reduced rate of just £50 for Academy competitors, so that you can get a good baseline to work from without having to take it to a race specialist. From this base and armed with the knowledge we give you, you should be able to tune the car to your liking. Remember, regardless of what you might be told, there is not a one-size-fits-all set-up that is perfect for any car. That is why even the two Formula One cars of any given team are set-up differently; everyone drives differently and what works well for you may not work for someone else.

HANS

The HANS (Head And Neck Support) device has become a common place piece of equipment in racing as the cost of the kit has come down. The device sits on your shoulders, is held in place by the harness and attaches to your helmet (which must be HANS compatible –an option, if not standard, on all new good quality helmets). In the event of a sudden stop, the HANS device protects the user from neck injury by preventing movement of the head. In Caterham racing, it's use is perhaps 50/50 and requires a chassis modification to ensure the harnesses sit in the right place, which is essential for its use.

CATERHAM

INTRODUCTION

CALENDAR

PACKAGE

ACADEMY CAR

CHAMPIONSHIP

COSTS

HALL OF FAME

SERIES GUIDE

ARE THERE ANY OTHER COSTS? (cont/d...)

INSTRUCTION

It is often pointed out that some of the drivers that do well have frequent instruction from a professional. We wonder why it is not pointed out why just as many other drivers in the middle and back of the grid have the same amount of instruction, and do not do so well! For an Academy driver, additional instruction will help with the basics, but many forget that it is impossible to teach experience and skill. We frequently see drivers that have been 'over instructed' and rather than driving they are following a set of mental instructions that they have learnt, rarely with any success. Do not forget that instructors are skilled drivers often with considerable experience. A corner that is very fast for them may require a more cautious approach by you at this stage in your career. Indeed, many self-inflicted accidents are as a result of drivers trying to push harder than their ability will allow because an instructor said so. But still, some moderate instruction is likely to be of benefit. Why not make use of the twenty minute sessions that our trackday partner BookaTrack.com offers at their trackdays. At £30, these are within everyone's budget and a couple of twenty minute sessions will not overload you with information (we wouldn't recommend you do more than this in a day). Alternatively, you could book and share an instructor with several fellow drivers, keeping the cost (typically £300-£400 plus expenses) minimal and again, not overloading yourself with information, allowing you to make progress and develop your driving skills.

DATALOGGING

There is nothing we like more than gadgets and when it comes to racing, data-logging has to be one of the most exciting. Until recently, data-logging was not allowed in Academy, but we cannot rule against the use of a system on test days or track days. However, there are rules regarding the integration with the vehicle's system preventing drivers from getting too carried away with technology! The most popular systems combine with cameras so that you can see exactly how fast you were going at a given point, allowing you to analyse your lap. Of course, this is largely meaningless unless you have something to compare it to. There is no doubt that data-logging is useful in identifying areas where a driver is weak or could find some time, but translating this to the track is something beyond most. Let's not forget that data-logging is a relatively new piece of equipment in club racing and some of the unquestionably greatest drivers of all time achieved all their status without ever seeing a computer screen or video; just a stop-watch. The most tried and tested method of improving lap times remains as true now as it did then. Find someone that is faster than you, follow, watch and learn and try to keep up! You will find that the reason that they can get round corners more quickly is not due to data knowledge, but simply that they have developed the driving skill to corner at a slightly higher speed. As a minimum, we would recommend a basic lap timer, which is the most useful (and real time) indication of personal performance. These are widely available and start at less than £100.

TRACKDAYS & TESTING

As part of the Academy package, we include an exclusive Academy test-day and provide some instruction to boot. But the Seven is most at home on a circuit and many drivers will want to do trackdays in their Academy cars. Whilst that is fine, we cannot emphasise enough that time in the car on the road is equally as valuable, sometimes more so! Drivers that are doing a number of trackdays have to be very careful that they do not fall into trackday habits. Once you have a year of racing under your belt, you will find that trackdays are surprisingly slow and the driving standard much lower than your own. Perhaps that is why each year it is the case that the person that does the most trackdays doesn't win the Academy. We also see those drivers that do none, do very well indeed. Testing at sprint venues is not allowed by the Academy rules, but it is fair to say that most drivers will take part in the pre-race test on the Friday before a race weekend. This is good practice and we would recommend it. Typically, the test day will cost around £200-£250.

INTRODUCTION

CALENDAR

PACKAGE

ACADEMY CAR

CHAMPIONSHIP

COSTS

HALL OF FAME

SERIES GUIDE

CATERHAM

LAP RECORDS

(current Ford Sigma specification car records listed only)

| | | | |
|-----------------------|---------|------------|-------------|
| Aintree Sprint | 0:53.78 | Andy Welch | 30 April 11 |
| Curborough Sprint | 0:63.99 | Mike Hart | 15 May 10 |
| Snetterton 100 Sprint | 1:40.49 | Brad Smith | 30 May 11 |

| | | | |
|------------------------------|----------|---------------|-----------------|
| Anglesey International | 1:48.807 | Lee Wiggins | 28 June 09 |
| Brands Hatch Indy | 0:56.085 | Michael Gazda | 4 August 12 |
| Castle Combe | 1:21.409 | Gordon Sawyer | 13 September 08 |
| Donington Park National | 1:24.217 | Nick Horton | 17 June 13 |
| Donington GP | 1:54.134 | Peter Fortune | 14 July 12 |
| Mallory Park | 0:54.457 | Jay Gardner | 27 September 09 |
| Oulton Park International | 2:05.083 | Trevor Fowell | 12 July 08 |
| Rockingham Super Sports | 1:39.280 | Jay Gardner | 18 July 09 |
| Rockingham Super Sports Long | 1:44.504 | Lee Bristow | 7 September 13 |
| Silverstone National | 1:12.470 | Don Lamb | 10 August 08 |
| Silverstone GP | 2:38.129 | Brad Smith | 30 September 11 |
| Snetterton 200 | 1:28.052 | Michael Gazda | 2 September 12 |

CHAMPIONS

| | | | |
|------|---------|---------------------|----------------------|
| 2013 | Group 1 | Henry Heaton | Academy 1.6 Sigma |
| | Group 2 | William Smith | Academy 1.6 Sigma |
| 2012 | Group 1 | Alexander Gurr | Academy 1.6 Sigma |
| | Group 2 | Stephen Nuttall | Academy 1.6 Sigma |
| 2011 | Group 1 | Elliott Norris | Academy 1.6 Sigma |
| | Group 2 | Andy Welch | Academy 1.6 Sigma |
| 2010 | Group 1 | Wesley Fox | Academy 1.6 Sigma |
| | Group 2 | Kurt Brady | Academy 1.6 Sigma |
| 2009 | Group 1 | Jay Gardner | Academy 1.6 Sigma |
| | Group 2 | Ben Whibley | Academy 1.6 Sigma |
| 2008 | Group 1 | Trevor Fowell | Academy 1.6 Sigma |
| | Group 2 | Mark Fulford | Academy 1.6 Sigma |
| 2007 | Group 1 | Jonathan Walker | Academy 1.6k |
| | Group 2 | Phillip Broad | Academy 1.6k |
| 2006 | Group 1 | Lewis Hopkins | Academy 1.6k |
| | Group 2 | James Sharrock | Academy 1.6k |
| 2005 | Group 1 | Trevor Newman | Academy 1.6k |
| | Group 2 | Luke Embling | Academy 1.6k |
| 2004 | Group 1 | Patrick Scharfegger | Academy 1.6k |
| | Group 2 | Guy Harrington | Academy 1.6k |
| 2003 | Group 1 | Nick Potter | Academy 1.6k |
| | Group 2 | Mike Richards | Academy 1.6k |
| 2002 | Group 1 | Ben Winrow | Academy 1.6k |
| | Group 2 | Andy Baylie | Academy 1.6k |
| 2001 | Group 1 | John Gaw | Academy 1.6k |
| | Group 2 | Tony Lawrence | Academy 1.6k |
| 2000 | Group 1 | Oliver Bull | Academy 1.6 VX |
| | Group 2 | Nick Parsons | Academy 1.6 VX |
| 1999 | | Jason Sutherland | Scholarship 1.6 VX |
| 1998 | | Stephen Willis | Scholarship 1.6 VX |
| 1997 | | Richard Hay | Scholarship 1.6 Ford |
| 1996 | | Roy Farndale | Scholarship 1.6 Ford |
| 1995 | | Miles Moorhouse | Scholarship 1.6 Ford |

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GUIDE TO UK CATERHAM CHAMPIONSHIPS

ACADEMY

Caterham's introduction to Motorsport: a series exclusively for complete novices. An all inclusive package with a Ford Sigma powered car, race licence, technical support and racing; and the guidance of our team at every stage.



ROADSPORT

Tailored especially for the previous year's Academy, progressing into this all circuit race series. Roadsport uses a lightly modified version of the Academy car, making upgrading a simple and inexpensive way to progress.



TRACKSPORT

The next stage sees those progressing up joined by experienced Tracksport drivers in a car now sporting race suspension and removal of the windscreen and lights to enhance the race car feel.



SUPERSPORT

The final evolution of the Academy car adds a power upgrade to 140bhp plus a limited slip differential to change the driving experience, introducing the all important power slide!



SUPERLIGHT R300

The perfect balance of power and performance in a pure race specification car. The flexible 175bhp, 6 speed sequential gearbox and limited slip differential all contribute to what driver's call the best Caterham race car ever.



INTRODUCTION

CALENDAR

PACKAGE

ACADEMY CAR

CHAMPIONSHIP

COSTS

HALL OF FAME

SERIES GUIDE

CATERHAM

CATERHAM

For further information regarding the Caterham Academy Championship
please contact:

Caterham South
sales@caterham.com
01883 333700

Caterham Midlands
midlandsales@caterham.com
01455 841616

Jennifer Grace – Championship Coordinator
Jennifer.Grace@caterham.com
01322 625813
07808 776366

INTRODUCTION

CALENDAR

ROADSPORT CAR

CHAMPIONSHIP

COSTS

HALL OF FAME

SERIES GUIDE

CONTACTS