

## CATERHAM SEVEN

### Replica Vehicle

#### Original Vehicle

The original, external, Caterham Seven design has remained largely unchanged since 1973.

The application references a vehicle from 1992, as this corresponds with the submitted photographs and more closely matches the proposed Replica Vehicle (currently manufactured for other markets), including modest improvements made through the 1980's and 1990's.

The original vehicle was configurable with options that change the appearance:

- The rear mounted spare wheel/tire is not always present
- The front fenders are either of a 'flared' type (as shown in the original vehicle photographs) or of a 'cycle' type (as shown on the Replica Vehicle images). This option does not affect the dimensions of the vehicle.
- Different wheel designs and sizes (13", 14" and 15") were available.
- Roll-over protection would always be present (as shown), but may be of various designs, depending on whether the owner would be using the car for competition.

#### Replica Vehicle

The Caterham Seven replica vehicle has a slightly larger chassis size in order to accommodate a wider range of drivers (the original is very restrictive). This chassis has also undergone the crash test approval required for sale in Europe under the European Community Small Series Type Approval (ECSSTA) scheme.

The chassis length, width and height were all increased modestly in order to retain the original vehicle's proportions. Much of the componentry, including some of the external bodywork such as the fenders, is shared between both chassis sizes.

The reference Replica Vehicle in the example photographs can be seen with a select number of minor differences aside from the dimensional changes:

- The exhaust muffler is present on the right-hand side of the Replica Vehicle due to a change in the engine. The original also has an exterior muffler, but on the left-hand side.
- The headlamps have reduced in size and position (lower) in accordance with lighting regulations for Europe.
- Other minor functional changes, such as the hood intake and increased ('track day') roll-over protection.