Die gewaltigen Räder dienen auch dazu, dass die Dinger nicht nur am Durchdrehen sind…

Der heutige Competition von Hans der letzten Baureihe

Die Nitron-Aufhängung…

Turbokraft braucht Kühlung…

Auszug über den Competition im Buh von Chris Rees «The magnificent 7»

Caterham S7 Competition R (1995-2001)

Swiss market powerhouse packs over 300bhp

Caterham's Swiss agent, Kumschick Cars, sold the extraordinary Opel 2.0 Turbo powered S7 Competition R. Note the very wide wheels and the dark vents on the nose cone.

Summary

Someone had to make a Turbocharged 7 and the Swiss Caterham engineer did it in no much-repeated, as the Kumschick 300bhp beast proves.

Identifying features

Turbocharged GM 2.0 twin cam engine, special alloy wheels, vented nose cone, underslung aerodynamic aids, limited slip diff, re-styled gearbox, non-brake/clutch double wishbone suspension 205/45-16/36.

S7 Competition R

Export and Foreign-market 7s have often had unique names, but very such car stands out. Above the rest with a specification that eclipses all other export models. The S7 Competition R is, in short, the most sophisticated model and easily the most expensive (about 7 ever produced).

It was an exclusive development of Freddy Kumschick, the Swiss Caterham importer. Wishing to broaden Caterham's range not to pursue an expensive 4 wheeler with a turbocharged Vauxhall MC prototype, Kumschick persuasively chat.

The engine was a highly developed Vauxhall/Opel 2.0-litre twin-cam Ecotec unit with KKK turbocharging. The result was no less than 300bhp at 6,500rpm and 294lb ft of torque at 5,200rpm - and later developments increased this to 320bhp and 320lb ft! This translated to a top speed of 156mph and a 0-100kph time of 3.4 seconds. Driving this beast required huge skill, not to mention on public roads - and this was an extreme road-legal car, although most owners used theirs mainly on the track, of course.

Other special features of the Competition R included heavy-duty cable-assisted racing brake discs and clutch, ABS, an AP Superlite limited slip differential, Kron F1 dampers and lightweight alloy wheels and tires. Only Caterham's six-speed gearbox was the natural to wishbone choice.

Essentially the Competition R benefited from massive 8 x 16-inch front and 9 x 16-inch rear alloy wheels with 205/45 ZR16 front and 225/50 ZR16 Pirelli Zero C tyres. Both front and rear wings had extra aerodynamic advantages underneath them and the nose cone incorporated twin cooling vents on the upper surface.

Available exclusively for personal registration in Switzerland, in left-hand drive only, the S7 Competition R carried a double-numbing price tag of 116,000 (later 129,000) Swiss francs (equating to £60,000, or twice the cost of a Superlight R500). Even at this price it did find customers – some 25 have been sold following its launch at the Geneva Motor Show, and it has since made regular appearances at this event. The very last car (for Mr Kumschick) had no less than 330bhp on tap and weighed only 555kg.

The Opel twin cam turbo powerplant was a tight squeeze, but was a beautifully engineered installation. At 300bhp, it was the most ferocious engine ever fitted to an official Caterham model.

Kumschick regularly displayed at the Geneva Motor Show, lending extra credibility to the ferocious Competition R model

Die Engländer bedankten sich, und konstruierten aus den schweizer Erkenntnissen zusammen mit den Lieferanten ein neues Sechsganggetriebe, welches bis heute ab Werk im Einsatz ist. Natürlich gab es für diese technische Innovation nur einen netten Händedruck des Dankes, wir aber haben seither alle ein gescheites Getriebe verbaut.

Die Firma Kumschick liess nun die bereits ausgelieferten Competition wieder nach Schötz zurückrufen, um in Kulanz die Getriebe auszutauschen. Das ist das Los eines genialen Konstrukteurs, den die Kundschaft nicht immer zu erkennen vermag. Da es zu Beginn mit den 15 Zoll Felgen auch extrem schwierig war, ohne durchdrehende Räder normal abzufahren, wurde der erste Gang bis zu 100 Km/h Geschwindigkeit verlängert. Zudem wurde der Sturz der Hinterräder reduziert, damit die Kraft mit höherer Traktion auf die Strasse gelangt.

Am Freitag des 26. Juli 1996 fuhren Fredy und Hans zu Caterham nach England, um den Super-Engineers der JPE Manufaktur die technische Antwort zu präsentieren. Die Zunge der Caterham Konstrukteure muss wie ein staubiger Kartoffelsack am trockenen Gaumen geklebt haben, als die Engländer einen Tag nach der Show einen Brief an Kumschick verfassten. In einem Absatz heisst es hier zitiert:

„The acceleration was simply incredible (It felt just like a rollercoaster speeding down from its top-most point)."

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