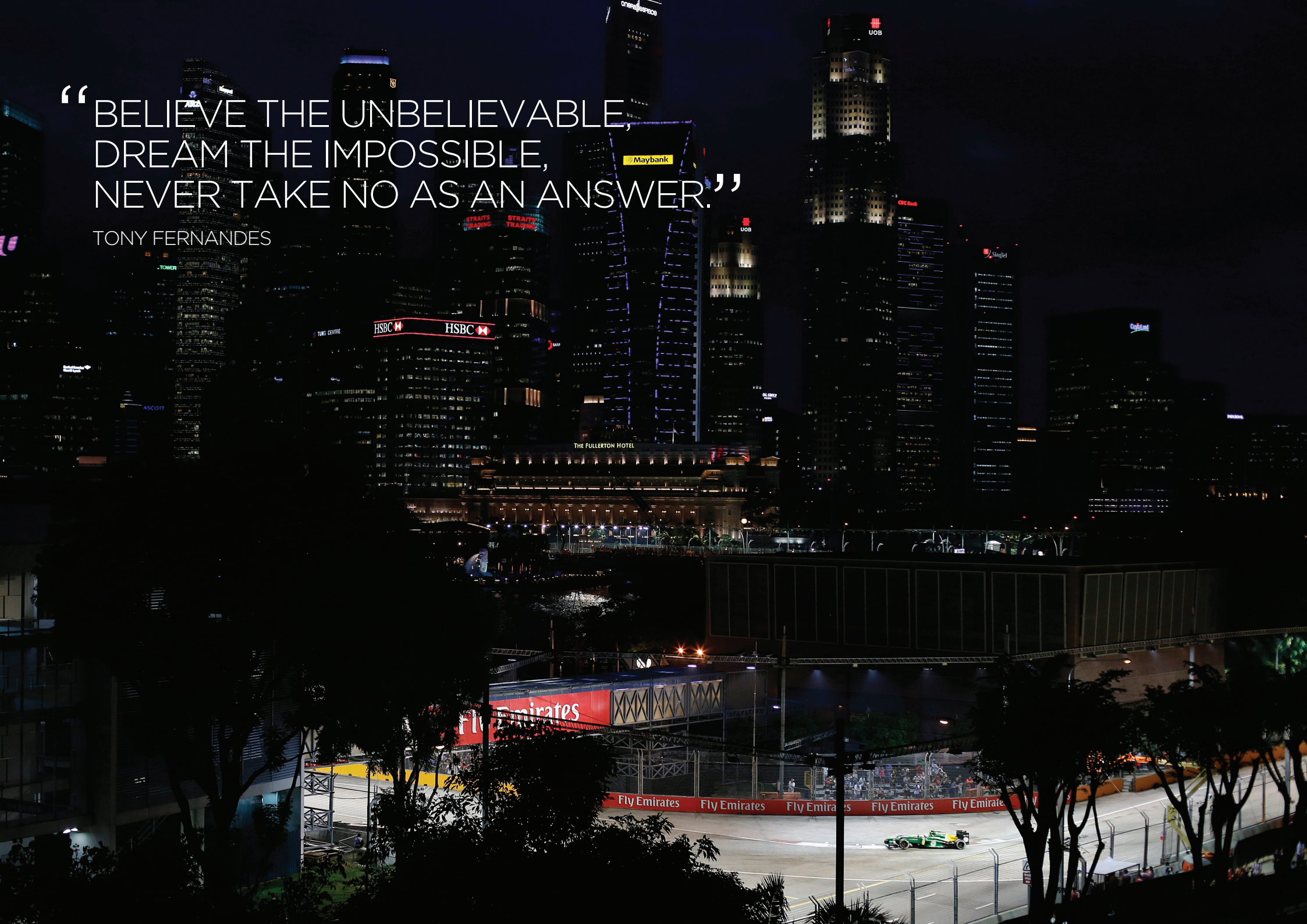




*CATERHAM***FI[®] TEAM**

PRESS PACK
JANUARY 2014



“BELIEVE THE UNBELIEVABLE,
DREAM THE IMPOSSIBLE,
NEVER TAKE NO AS AN ANSWER.”

TONY FERNANDES

CONTENTS

Caterham F1 Team - A Brief History.....	4
Caterham F1 Team on the web.....	7
Caterham F1 Team Partners.....	8
Caterham F1 Team Drivers.....	18
Caterham F1 Team Senior Management	22
Caterham F1 Team Factory.....	29



A BRIEF HISTORY

In 2013 Caterham F1 Team will be competing in the FIA Formula One World Championship, having already established itself on track since the start of its first season as the best of the three new teams who joined the sport in 2010. Caterham F1 Team is the F1 arm of Caterham Group, the automotive, technology and innovation business headed up by Tony Fernandes that also includes Caterham Racing (GP2), Caterham Cars, Caterham Composites and Caterham Technology & Innovation.

Caterham F1 Team traces its roots back to September 12th 2009 when the team, then known as Lotus Racing, was officially born when the FIA granted its entry into the 2010 FIA Formula One™ World Championship. Headed up by Team Principal Tony Fernandes and Deputy Team Principals Kamarudin Meranun and SM Nasarudin, supported by Chief Technical Officer Mike Gascoyne and Chief Executive Riad Asmat, the team made its base in Hingham, Norfolk, near the original home of Team Lotus and set about its 2010 challenge of winning the battle of the new teams in Formula One. The team successfully achieved its year one goal and then in 2011, under the name Team Lotus and in 2012 as Caterham F1 Team, consolidated its tenth place in the Championship and giving itself the perfect platform to head into 2013.

To fully understand the history of the team it is necessary to go back before September 2009, when Tony, Kamarudin and SM Nasarudin lead a consortium of Malaysian business interests who joined forces to provide initial funding for the nascent team under the parent company 1Malaysia Racing Sdn Bhd..

As the team moved into its home in Norfolk, work began immediately on building the 2010 cars under the direction of Mike Gascoyne who oversaw the technical efforts across centres of excellence in design, wind tunnel, composite manufacturing and a host of ancillary support services throughout Europe. With the car build process under way, a similar effort was also being undertaken in creating the team itself, with new staff being taken on every day, and the fabric of the team's identity being created from scratch.

In December 2009 one of the first major milestones was reached, with a ceremony in Kuala Lumpur unveiling the first Lotus Racing drivers - Italy's Jarno Trulli, Finland's Heikki Kovalainen and Malaysia's Fairuz Fauzy as third driver. The combination of race winning experience, determination and passion gave the team a good platform from which to establish the true pace of the car and have a fighting chance of exceeding expectations in the season ahead.

December 2009 brought the UK's worst winter for 30 years and as staff numbers at the Hingham factory grew work continued apace on preparations for the forthcoming season. Jarno, Heikki and Fairuz all spent time in snowy Norfolk, having their seats fitted and familiarising themselves with their new Race Engineers, pit crews and support staff. Chassis 01 passed all its crash tests in early January and soon afterwards was back at the factory for the engineers and mechanics to start work on the car's build process. As the team's hours in the factory increased, a modern F1™ car began to take shape, and by early February the months of hard work culminated in the first Cosworth engine fire up in the factory.

Two days after that momentous first engine fire up the now 130 strong staff gathered in the factory's race bays for a first view of the car in its final build specification. As the final pieces of bodywork were fixed in place, the Lotus Racing team saw had their first look at the car's green and yellow livery, bringing to mind some of motor racing's most iconic images and leaving everyone involved with the impression that not only was the car beautiful, but also would exceed the expectations of motor racing fans around the world.

The next day the team moved to a very cold and snowy Silverstone for shakedown - a day where system checks and engineering procedures worked in harmony to finally see the Lotus Cosworth T127, as it had by then been designated, break cover on track, with Malaysia's Fairuz Fauzy at the wheel. There was huge interest in this test from fans and media alike, and at the end of the 2010 season Autosport, the motorsport industry bible, reported that a spy-shot of the T127 at the shakedown was its most viewed image of the whole year.

Having successfully completed the shakedown, the team and nearly 500 guests gathered in London in February 2010 at the prestigious Royal Horticultural Halls to see Tony, Mike, Jarno, Heikki and Fairuz unveil the T127 for the first time in public. Among the guests were some true legends of the sport, including Sir Stirling Moss and Nigel Mansell, as well as the massed ranks of the world's media, there to see the car that would be competing around the world in the 2010 Formula One™ World Championship. The team received a huge vote of praise at the event, in the subsequent press coverage and feedback from fans around the world, proving

they had made the right choice in terms of the driver line-up, strategic goals and, most importantly to many fans, the colour scheme - a green and yellow livery that pays homage to the marque's illustrious heritage and demonstrates that the team is fully aware of its place, standing on the shoulders of motorsport giants.

Barely taking time to breathe, Lotus Racing then moved on to the pre-season tests, the first time the cars would run in anger only five months after the team's inception. Straight after the tests it was destination Bahrain for the season opening race. On March 12th, exactly six months to the day since gaining their entry to the 2010 Championship, Lotus Racing recorded another milestone - this time seeing both cars out on track in Friday practice for the first time. The weekend ended with both cars being classified - Heikki finishing 15th and Jarno 17th after an extremely emotional weekend brought a dream conclusion. Having both cars classified earned the team huge respect across the motorsport world, and this respect grew throughout the season as the team took charge of the battle of the new teams, a lead they comfortably held onto throughout the 19 race season.

At the last race of 2010 in Abu Dhabi Lotus Racing was confirmed in tenth place in the Championship, securing the best new team title. Alongside this success on track the team continued to go from strength to strength off track with the total number of staff now over 220, including 30 Malaysian staff based in the UK and Malaysia working in the design office, marketing and the commercial team. A few notable incidents took place in the latter half of the year, with Heikki

and Mark Webber coming together in spectacular fashion in Valencia, Heikki earning a new nickname “FireMan” for his heroic fire-fighting exploits in Singapore and then recording the team’s best result of the season in the incident-packed Japanese Grand Prix when car 19 came home in 12th place. That result, and a very strong end to the season from both drivers, was enough to secure that all important tenth place in the 2010 Championship, sparking off major celebrations for the team at the season-ending race in Abu Dhabi.

The celebrations in Abu Dhabi were well deserved but the team immediately turned it’s attentions to 2011, now running under the legendary Team Lotus name after acquiring Team Lotus from David Hunt in 2010. The season started well, with Jarno Trulli finishing the Australian Grand Prix in 13th place, and the team continued to develop throughout the whole year, achieving another 13th place at the Monaco Grand Prix and moving away on track from the two teams behind at each race. By the Singapore Grand Prix the gap to the teams ahead was shrinking, and a number of notable scalps were claimed in the latter half of the season, with Heikki Kovalainen in particular starting to unlock the car’s real speed in the races and being able to fight the established teams who had been just out of reach all season. The goal for 2011 was to secure tenth place again, giving the team Column One status in F1 which brings an enhanced share of the sport’s revenue and provides an important financial platform for the team’s future expansion. This goal was duly achieved at the final race of the 2011 season in Brazil, with Team Lotus signing off its 2011 season by beating a Renault on track and moving into its new Caterham F1 Team guise in style.

2012 was another milestone year for the team as it made its biggest physical move, relocating the whole F1 team from Norfolk to its new home in Leafield, Oxfordshire, on the site of the old TWR factory. The move was made to bring the team closer to “motorsport valley”, the name given to the UK’s concentration of F1 teams around the South East of England and the centre of F1 worldwide.

In 2013 the team started its final season of F1’s modern V8 era with an adapted 2012 car and drivers Charles Pic and F1 rookie Giedo van der Garde at the wheel. Having started the season behind its nearest rival, an intense development program saw the team improve its pace, notably in Bahrain and again in Spain at the start of the European season, however, despite an impressive performance gain, the luck that had helped the team regain tenth place in the 2012 championship eluded them. The battle for tenth went right to the wire but this time it was not to be.

2014 is the start of a new era in F1 – new 1.6 litre turbocharged engines, new aerodynamic rules and, effectively, a fresh start for all the teams competing at the highest level. On 21st January Caterham Group Co-Chairman Tony Fernandes and Team Principal Cyril Abiteboul introduced the whole team to its 2014 drivers, Kamui Kobayashi, making his return to F1 after a one year sabbatical, Sweden’s Marcus Ericsson, another rookie given the chance to step up from GP2 to F1, and Dutch driver Robin Frijns as one Reserve Driver, with GP2 contender Alexander Rossi the team’s other Reserve (at all non-GP2 race weekends).

ON THE WEB

This move, combined with the arrival of new, blue-chip sponsors and an ever-increasing fanbase, was the basis for another successful season for the team, again winning tenth place in the Championship with Russian Vitaly Petrov and Heikki Kovalainen at the wheels of their CT01 racecars.

Petrov actually recorded the team’s highest ever finish of 11th place at the final race of the season in Brazil, giving the team that all-important tenth place in the Championship and ending the season on a high.

Another significant step for the team was the appointment in September of Cyril Abiteboul as Team Principal. Cyril joined the team from Renault Sport F1 as the sport’s youngest Team Principal and he reports to Tony Fernandes and Kamarudin Meranun in their new roles of Co-Chairmen of Caterham Group.

For 2013 the team will start its first full season from its new permanent home in Leafield. The 2013 car has a striking new livery, designed to attract the lenses of photographers and cameramen worldwide, and all the ingredients needed to continue to progress in a calm, measured manner.

Caterham F1 Team is leading the F1 pack on the internet, with a strong presence on a number of digital platforms that extends interaction with the team straight into fans’ PCs, mobiles and their social networking lives.

The Caterham F1 Team website

www.caterhamf1.com is the gateway to all our digital content, including our in-house magazine, Caterham Notes, Facebook, YouTube, Flickr and Twitter. It’s also the place fans can go to buy merchandise and sign up for every edition of Caterham Notes.

On Facebook **www.facebook.com/caterhamf1** now has almost 132,000 fans (as of February 2013), and is updated every day with images from on and off track, in the factory and at events. Fans are given almost unlimited access to what goes on in the day to day life of the Anglo / Malaysian team and the popularity of the page extends every day.

www.flickr.com/caterhamf1 is where all the team’s official photos are uploaded. At races, over 75 images a day are put up for fans to browse and download, and every aspect of the team is covered, from the action in the garage to how the catering team feeds our travelling race team.

Go to **www.youtube.com/caterhamf1** for all the video content Caterham F1 Team produces – footage of the team’s early days, interviews with drivers and key personnel all goes up on the world’s favourite video sharing site.

PARTNERS

PRESS PACK // PARTNERS



GE, a leading global technology and infrastructure company, is entering its second year as a Premium Partner to the Caterham F1 Team. As part of the partnership, the GE branding will be seen on the Caterham CT01 F1 cars and across the team's entire race and factory structure.

The partnership with GE provides extensive brand and business benefits to both parties, giving GE a high-profile global platform to showcase advanced technologies and providing the Caterham F1 Team with leading edge technological, R&D and manufacturing resources that will help accelerate the team's progress, on and off track.

GE and the team are currently exploring a number of collaborative technology initiatives that will bring the GE / Caterham F1 Team relationship to life across the broad spectrum of GE's businesses.

Formula One is at the forefront of technological advancement. For the 2012 season, GE will be providing sensing and performance diagnostics assistance to the Caterham F1 Team through its ultrasound non-destructive test equipment and continue to work with the Team to identify and develop a broad range of winning solutions.

About GE

GE (NYSE: GE) works on things that matter. The best people and the best technologies taking on the toughest challenges. Finding solutions in energy, health and home, transportation and finance. Building, powering, moving and curing the world. Not just imagining. Doing. GE works.

For more information, please visit www.ge.com



Safran is a leading international high-technology group and a Tier-1 supplier of systems and equipment for aerospace, defense and security. Operating worldwide, Safran has close to 60,000 employees and generated sales of 11.7 billion euros in 2011. To meet the requirements of changing markets, the Group undertakes research and development programs that involve over 20% of its workforce and expenditures of 1.3 billion euros.

Through its global presence Safran not only enhances its competitiveness, but also builds industrial and commercial relations with the world's leading prime contractors and operators, while providing local services to customers around the world. Working alone or in partnership, Safran holds world or European leadership positions in its core markets.

Aerospace

Safran develops, produces and markets engines and propulsion systems for civil and military airplanes and helicopters, ballistic missiles, launch vehicles and satellites. It also provides a wide range of systems and equipment for civil and military airplanes and helicopters.

Defense

Operating in the optronic, inertial guidance, electronics and safety-critical software markets, Safran offers today's armed forces a complete range of optronic, navigation and optical systems and equipment for use in the air, on land and at sea.

Security

Safran offers state-of-the-art solutions to meet the evolving security requirements of individuals, businesses and governments, based on multi-biometric technologies, smart cards and secure identification and travel documents.

For more information, please visit www.safran-group.com



Airbus Group - known as EADS until January 1, 2014 - is a global leader in aerospace, defence and related services. The Group comprises Airbus as a leading global manufacturer of highly innovative commercial aircraft, Airbus Defence and Space as defence and space leader in Europe, providing tanker, combat, transport and mission aircraft as well as space systems, equipment and services, and Airbus Helicopters which offers the widest range of civil and military helicopters in the world.

With cumulative orders worth over €1000 billion since its foundation in 2000, the Airbus Group's order book had more than quadrupled to €567 billion by the end of 2012. In 2012, it had revenues of €56.5 billion, more than double the €24.2 billion generated in 2000.

*Airbus Group/EADS N.V.

For more information, please visit www.airbus.com



Dell Technology Team

Dell/Tech Team

In a sport where hundredths of a second count, innovative technology drives significant competitive advantage for today's F1 teams. By deploying a powerful infrastructure from the desktop to the datacentre, Caterham F1 Team is able to perform both on and off the track.

To offer trackside support, Dell developed a mobile datacentre which collects and processes thousands of megabytes of data. Off the track, the team's high performance computing infrastructure (HPC) drives the design of F1 cars through advanced technology such as computational fluid dynamics, which replicates wind tunnels to improve aerodynamics of the cars. The solution is front-ended by high-end mobile workstations designed for performance on large data sets and complex multi-threaded applications such as those used for design and engineering of the cars.

Dell helps organizations do more through IT efficiencies that can be reinvested in innovations and capabilities that drive even greater success. We do this by providing practical solutions that simplify, standardize and automate IT tasks so

customers can focus on the bigger picture. Read more about the Dell Technology Team IT solution powering Caterham F1 Team to the front of the grid at **www.teamdellracing.com**.

About Dell

For more than 26 years, Dell has empowered countries, communities, customers and people everywhere to use technology to realize their dreams. Customers trust us to deliver technology solutions that help them do and achieve more, whether they're at home, work, school or anywhere in their world. Learn more about our story, purpose and people behind our customer-centric approach at www.dell.com.

About Intel

Intel (NASDAQ: INTC) is a world leader in computing innovation. The company designs and builds the essential technologies that serve as the foundation for the world's computing devices. Additional information about Intel is available at newsroom.intel.com and blogs.intel.com.

For more information, please visit www.dell.com and www.intel.com



Founded by Tan Sri Tony Fernandes and Dato Kamarudin Meranun, the Tune family of companies share the common passion and drive to deliver great services at low costs to the fast growing ASEAN region.

The Tune Group provided a unique lifestyle offering with their diverse stable of companies ranging from airlines, travel, mobile telecommunications, financial services and entertainment, their success lies in constantly finding better ways to provide quality services at good value for money.

For more information, please visit www.tunegroup.com



From a household name in the local automobile business to a diversified conglomerate, the Naza Group is poised on the pathway to a global presence. Over three decades, it has grown rapidly transforming itself into a world class corporation built on excellence, professionalism and dedication. It is this foundation that is driving Naza Group forward as a recognised Malaysian brand globally.

Today, the Naza Group is synonymous for cars, bikes, property, hospitality, transportation and logistics, research and development, after-sales service, finance and plantation. Indeed, the strength of the Group lies in the diversity of its business activities and its ability to take it to new levels.

This is their vision, a clear pathway to reinvent the Naza brand beyond local shores and far into the realms of the 21st century.

For more information, please visit www.naza.com.my

CATERHAM

Caterham Cars has been selling the Seven, a lightweight sports car originally created by Colin Chapman and launched as a Lotus, since the late 1950's. In 1973 Caterham purchased the rights to manufacture the car from Lotus, and has been building and selling it ever since. Over the decades Caterham have continued to refine and enhance the design, whilst always respecting the brilliance of the original formula by "adding lightness".

Motorsport is at the heart of the Seven and it is the original 'race car for the road'. The car was designated 'too fast to race' by the authorities in the 1970's due to its overwhelming superiority over its rivals, and was banned from competition. This inspired Caterham to pioneer one make racing with strict regulations to minimise cost and produce close, exciting racing. Meanwhile, a devastating class victory at the 2002 Nurburgring 24-Hours underlined the car's abilities even against modern rivals – to the extent that Caterham were once again banned from future races. Today there are more Sevens racing around the world than almost any other single marque, with over 700 competitors spread over 11 countries.

Caterham's road cars continue to receive universal praise for their shocking level of performance and their ability to deliver forgotten levels of driver involvement and feedback. In 2009 Caterham's flagship model the Superlight R500 was awarded Top Gear's coveted "Car of the Year" prize following the car's appearance on the television show. In 2011 Caterham announced the introduction of an all new racing car, the SP/300.R. Developed in partnership with another iconic British race car manufacturer, Lola Cars, it demonstrates the perfect alchemy of British engineering superiority and rich motorsport heritage to deliver a lightweight, minimalist product that still reflects Colin Chapman's original philosophy.

For more information, please visit www.caterham.co.uk

RENAULT

Company HQ: Boulogne-Billancourt, France
Core activity: Road car manufacturer
Employees worldwide: 122,615 employees
(as of December 31,2010)
Active markets: 118

The Renault Group designs, develops, manufactures and sells passenger cars and light commercial vehicles under the Renault, Dacia and Renault Samsung Motors brands. Renault is also linked by cross-shareholdings to Nissan via the Renault-Nissan Alliance, established in March 1999.

Renault, France's number one car brand, relies on more than 110 years of innovation to bring customers high-quality, carbon-efficient vehicles, with ingenious, attractive, accessible and pioneering products and services.

Renault's new baseline, "Drive the Change", expresses the company's ambition to lead the way in sustainable mobility. Along with its partner Nissan, Renault is targeting world leadership in the mass marketing of zero-emission vehicles. Since 2011 Renault has launched a zero-emission range with three electric vehicles and plans to launch a fourth model by the end of 2012.

The Renault group reported a net revenue of €38,971 million (car sales and financing) and sold 2,722,062 vehicles in 2011, a new sales record for the Renault Group, representing an increase of 3,7% over 2010.

Throughout its history, Renault has incorporated motorsport into its global marketing strategy. With a powerful image and prestige value, motorsport, and especially Formula 1, has strengthened the brand in traditional markets while increasing visibility in emerging ones. The sport has also proven to be an effective testing ground for road car products, with innovative solutions to downsizing, reliability and electric technology all proven on track.

Renault Sport F1 is the sporting division created to supply engines to carefully selected partners by developing and testing high-performance F1 engines. Since 1977, Renault has won ten Constructors' World Titles and nine Drivers' World Titles.

For more information, please visit www.renault.com



Pirelli makes its return to the Formula One™ grid for the first time since 1991 for the 2011 season as sole tyre supplier to the grid. The company has a famous pedigree in global motorsport and has already recorded 44 victories from 200 starts in F1™. Founded 1872 in Milan by Giovanni Battista Pirelli, Pirelli initially specialised in rubber and derivative processes and now its sole focus is the design and manufacture of tyres.

The company has a rich pedigree in motor racing and in 1974 invented the "wide radial tyre" for the iconic Lancia Stratos, a tyre strong enough to withstand the power of the then new breed of rally cars. Pirelli competed in Formula One™ in three distinct periods between 1950 and 1958, 1981 and 1986, and 1989 and 1991 and returns to the sport in 2011 following Bridgestone's decision to withdraw from the role at the end of 2010.

In a further demonstration of their commitment to motorsport across categories Pirelli has also been the sole tyre brand in the FIM World Superbike Championship since 2007 and is the official tyre supplier of the World Rally Championship.

For more information, please visit www.pirelli.com



CNN's portfolio of news and information services is available in six different languages in over 200 countries, across all major TV, internet and mobile platforms. CNN International is the number one international news channel according to all major media surveys across EMEA, the Asia Pacific region and Latin America and reaches more than 268 million full time households. Globally, the CNN digital network is consistently one of the top news and current affairs destination on the web, with international news available at www.cnn.com/international. CNN has 45 editorial offices and more than 1,000 affiliates worldwide through CNN Newsource, the world's most extensively utilised news service offered by a broadcast network. CNN International is part of Turner Broadcasting System, Inc., a Time Warner company.

For more information, please visit www.cnn.com

truphone

Our journey began back in 2001 when our founder, inventor James Tagg, grew tired of the poor mobile reception around his farm. He questioned whether he should really have to hunt for mobile phone signal in the 21st Century and, off the back of that question, Truphone was formed.

From its start, Truphone's goal has been to tackle the problems that limit global communication by using ground breaking innovations and state-of-the-art technology, to meet the evolving needs of modern businesses. While globalization has driven dramatic changes with most businesses over the last ten years, traditional mobile networks have failed to evolve at the same pace and adequately address the needs of modern businesses.

Truphone understands these changing needs of businesses, and from its inception created a completely new type of global infrastructure which enables us to overcome communication challenges facing businesses and enable faster, easier collaboration - everywhere.

Today, Truphone is a global enterprise with over 500 employees and offices in ten countries. We provide communications for some of the biggest organisations in the world. No matter how much we grow though, we're still motivated by James' vision of how communication should be - internationally accessible, available and unlimited.

For more information, please visit truphone.com

DRIVERS

PRESS PACK // DRIVERS

MARCUS ERICSSON

Car 9

Age: 23

Date of birth: September 2, 1990

Place of birth: Kumla, Orebro, Sweden

Nationality: Swedish

Hailing from Kumla, Orebro County – the home area of Swedish F1 legend Ronnie Peterson – Ericsson’s talent was spotted by a couple of other drivers from the same region. Champ Car, Le Mans and touring car racer Fredrik Ekblom runs a local karting track and was impressed by the nine-year-old kid who turned up one day in 1998 and almost broke the lap record.

Ekblom convinced Ericsson’s father, Tomas, to buy his son his own kart and the junior’s karting career began there. Marcus later caught the eye of former IndyCar champion and Indianapolis 500 winner Kenny Brack at a race in Gothenburg.

Ekblom recommended Ericsson to Fortec Motorsport team boss Richard Dutton (who had run both Ekblom and Brack during their own careers) and Brack helped put together the deal for Ericsson to make his car racing debut with Fortec in the 2007 Formula BMW UK Championship, at just 16 years of age.

It was a sensational start to Ericsson’s career, winning the title in his rookie season with seven victories and 11 pole positions.

Marcus moved straight up to Formula 3 in 2008, finishing fifth in the British championship with Fortec. The following year he made the bold decision to leave Europe and contest the Japanese F3 championship with TOM’S. He won his second title in three years, with five victories along the way.

He also made several guest appearances in British F3, winning at Rockingham and Hockenheim, and finished fourth in the Macau Grand Prix, before stepping up to GP2 at the end of 2009 to contest the Asia Series in just his third year of car racing.

Ericsson stayed on for the full GP2 Series with Super Nova in 2010 and claimed his first category victory at Valencia. He switched to iSport for the next two seasons, winning at Spa in 2012. For 2013, he joined reigning champion team DAMS and finished sixth in the championship with a victory at the Nurburgring, five more podiums and two pole positions.

Now, still aged just 23, Marcus has joined Caterham to make his Formula 1 debut.

Racing history

2014 Caterham F1 Team, Race Driver

2013 GP2, 6th (1 win, 2 poles, 5 podiums)

2012 GP2, 8th (1 win, 5 podiums)

2011 GP2, 10th (2 podiums); GP2 Asia, 6th (1 podium)

2010 GP2, 17th (1 win)

2009 Japanese F3 champion (5 wins, 5 poles, 11 podiums); British F3, 11th (2 wins, 1 pole, 3 podiums); Macau GP, 4th; GP2 Asia

2008 British F3, 5th (2 poles, 5 podiums); Macau GP

2007 Formula BMW UK champion (7 wins, 11 poles, 13 podiums)

Racing history

2014 Caterham F1 Team, Race Driver

2013 FIA WEC, Le Mans 24 Hours

2012 Formula 1, 12th (1 podium)

2011 Formula 1, 12th

2010 Formula 1, 12th

2009 Formula 1, 18th; Toyota F1 testing; GP2, 16th (1 podium); GP2 Asia champion (2 wins, 3 podiums)

2008 Toyota F1 testing; GP2, 16th (1 win); GP2 Asia, 6th (2 wins, 3 podiums)

2007 F3 Euroseries, 4th (1 win, 1 pole, 7 podiums); F3 Masters; Macau GP

2006 F3 Euroseries, 8th (3 podiums, rookie champion); F3 Masters; Macau GP (pole)

2005 Formula Renault 2.0 Eurocup champion (6 wins, 4 poles, 8 podiums); Formula Renault 2.0 Italy champion (6 wins, 4 poles, 11 podiums)

2004 Formula Renault 2.0 Italy, 7th (2 wins, 3 poles, 3 podiums); Formula Renault 2.0 Germany; Formula Renault 2.0 Netherlands; Formula Renault Asia Challenge

200 Formula Toyota Series, 2nd

2002 Formula Toyota Series

1996-2002 - Karting

KAMUI KOBAYASHI

CAR 10

Age: 27

Date of birth: September 13, 1986

Place of birth: Amagasaki, Hyogo, Japan

Nationality: Japanese

Hyogo-born Kamui Kobayashi carved his way into Formula 1 after a steady rise through motorsport’s lower echelons. Now 27, Kamui began karting at the age of nine and took home four championships in his first seven years of competition.

Having honed his skills on the track at the Formula Toyota Racing School, Kamui scooped up second place in the Formula Toyota championship in 2003. He moved to race full-time in Europe from 2004, initially in Formula Renault 2.0 in Italy. The following season he won both the Eurocup and Italian Formula Renault titles with a combined 12 victories.

Kamui graduated to Formula 3 in 2006, winning the Euroseries rookie title, but the highlight was clinching pole position at the prestigious end of season Macau Grand Prix. He finished fourth in the championship the following season (behind fellow future F1 drivers Romain Grosjean, Sebastien Buemi and Nico Hulkenberg), scoring his first category victory at Magny-Cours.

GP2 with DAMS came next during a busy 2008 for Kobayashi. He began the year contesting the inaugural GP2 Asia Series, winning races in Malaysia and Bahrain and finishing sixth in the standings. He won again at the main series opener at Barcelona, and went on to claim the 2008/09 Asia Series title at the end of the year with two more wins in Dubai and Bahrain.

He also had his first taste of Formula 1 machinery in 2008 as Toyota’s test driver, completing 15 days of running throughout the season.

Kobayashi stayed on with DAMS for a second year in the GP2 Series in 2009, but also made his F1 race debut at the end of the season. After running in FP1 at his home Japanese Grand Prix, he replaced Timo Glock for the last two races, finishing ninth in Brazil and scoring his first points with sixth place in Abu Dhabi.

Following Toyota’s withdrawal from F1, Kamui signed with Sauber where he stayed for the next three seasons. He quickly established his reputation as an exciting driver and overtaker, and soon became a crowd favourite. The highlight of his career to date came on home soil in 2012, scoring his maiden F1 podium at Suzuka.

He was left without an F1 seat for the 2013 season but joined Ferrari’s line-up in the FIA World Endurance Championship, during which he made his first appearance in the Le Mans 24 Hours, finishing fifth in class.

ALEXANDER ROSSI

Reserve Driver

Age: 22

Date of birth: September 25, 1991

Place of birth: Auburn, California, USA

Nationality: American

Alexander began his racing career in the United States and won the Formula BMW World Championship in 2008, which resulted in him testing for the BMW F1 team. He was a race winner in Formula Master in 2009 and then again in GP3 in 2010. He entered the World Series by Renault (WSR) Championship last year, winning two more races and finishing as the series’ top rookie and third place overall in the championship.

He tested for Caterham F1 Team in the rookie tests at the end of 2011 and was the team’s official Test Driver in 2012. His relationship with the Caterham family in 2012 extended to World Series by Renault, where he competed in the Formula Renault 3.5 championship with Arden Caterham Motorsport. He finished 11th in the standings and scored a podium finish at the Formula 1-supporting Monaco Grand Prix event. He also recorded four fastest race laps during the season.

Alexander joined the Caterham Racing GP2 team in 2013. Despite missing the pre-season test and first rounds of the championship, he still finished ninth in the standings and top rookie, and scored his maiden category victory and pole position. He also contested the Le Mans 24 Hours for the first time as part of Caterham’s LMP2 project.

For 2014, Rossi returns to GP2 for a title assault and continues to serve as a Reserve Driver for Caterham F1 Team.

Racing history

- 2014** Caterham F1 Team, Reserve Driver; GP2
- 2013** Caterham F1 Team, Reserve Driver; GP2, 9th (1 win, 1 pole, 4 podiums); Le Mans 24 Hours
- 2012** Caterham F1 Team, Test Driver; World Series by Renault, 11th (1 podium)
- 2011** World Series by Renault, 3rd (2 wins, 6 podiums), GP2 finale
- 2010** GP3, 4th (2 wins, 5 podiums), World Series by Renault
- 2009** Formula Master, 4th (3 wins, 5 podiums), GP2 Asia, 9th, BMW F1 test
- 2008** Formula BMW World Final, champion (1 win), Formula BMW Americas, champion (10 wins, 12 podiums, 9 pole positions)
- 2007** Formula BMW USA, 3rd (3 wins, 5 podiums, 1 pole position)
- 2006** FTR Pro Series FR1600, 7th (4 wins, 6 podiums, 5 pole positions), Skip Barber National, 3rd (3 wins, 4 podiums, 2 pole positions), Skip Barber Western, champion (8 wins, 10 podiums, 11 pole positions)

ROBIN FRIJNS

Reserve Driver

Age: 22

Date of birth: August 7, 1991

Place of birth: Maastricht, Netherlands

Nationality: Dutch

Robin began his racing career in karts from the age of eight, rising through the ranks in his native Belgium and later through French, European and world championships.

He won a scholarship to make his car racing debut in Formula BMW Europe in 2009, aged 17. His impressive first season, with Josef Kaufmann Racing ended with third in the championship and a maiden victory at Silverstone.

Frijns stayed on with Kaufmann for 2010 and sealed the title with six victories. He also made his debut in Formula Renault 2.0 with a one-off appearance in the North European Cup at Spa, winning one of the three races.

In 2011, he joined the Formula Renault Eurocup full time and clinched the title at the first attempt. He also finished fourth in the North European Cup standings despite only contesting half the season.

Racing history

- 2014** Caterham F1 Team, Reserve Driver
- 2013** GP2, 15th (1 win, 2 podiums)
- 2012** Red Bull & Sauber F1 testing; Formula Renault 3.5 champion (3 wins, 4 poles, 8 podiums)
- 2011** Formula Renault 2.0 Eurocup champion (5 wins, 1 pole, 9 podiums); Formula Renault 2.0 NEC, 4th (1 win, 1 pole, 8 podiums)
- 2010** Formula BMW Europe champion (6 wins, 3 poles, 13 podiums)
- 2009** Formula BMW Europe, 3rd (1 win, 1 pole, 6 podiums)
- 2000-2008** Karting

Frijns graduated to Formula Renault 3.5 the following year and completed a sensational run of three championship titles in three years, clinching the crown by four points from Jules Bianchi. He also had his first Formula 1 tests, completing a day each with Red Bull and Sauber, and was retained by Sauber as its reserve driver for the 2013 Formula 1 season.

Without the budget to contest a full season of racing alongside his Sauber duties, Frijns joined the GP2 Series late with Hilmer Motorsport but still won on just his second outing in the class at Barcelona. His season was cut short due to lack of funds, but he still did enough to catch the attention of Caterham and retain the support of Renault.

SENIOR MANAGEMENT

CYRIL ABITEBOUL TEAM PRINCIPAL

Cyril Abiteboul was appointed Caterham F1 Team's Chief Executive Officer in September 2012. The 35-year-old Frenchman joined from team partner Renault, where he was Deputy Managing Director of Renault Sport F1.

He was educated at the highly-regarded Lycée Carnot and Lycée Chaptal high schools in Paris, and went on to study at the Ecole Nationale Supérieure d'Informatique Mathématiques Appliquées.

After graduating in 2001, Cyril joined Renault at Boulogne-Billancourt. He was made Business Development Manager for the Renault F1 team in 2007 and went on to become Executive Director of Renault Sport F1 in 2010.

As Caterham F1 Team Principal, he is responsible for all the team's on and off-track operations.

TAN SRI TONY FERNANDES CBE CO-CHAIRMAN, CATERHAM GROUP

Educated at The London School of Economics, Tony Fernandes has established himself as one of the world's most successful entrepreneurs. His illustrious career started in 1987 when he assumed the role of Financial Controller for Warner Music International London before moving to Virgin Communications at the end of the 1980s as Senior Financial Analyst. In 1992, he returned to his native Malaysia as Managing Director of Warner Music Malaysia. At the end of the Millennium, Tony became Vice President ASEAN of the company, but it was in 2001 that Tony's vision took him and his associates to new heights.

Together with partners Dato' Pahamin Rejab (former chairman of AirAsia), Dato Kamarudin Meranun (now Deputy Group CEO, AirAsia), and Dato Aziz Bakar (now Chairman of AirAsia), Tony founded Tune Air Sdn Bhd in 2001, with a vision to democratise air travel and free it from the clutches of the elite by offering low fares and high quality, under the banner "Now Everyone Can Fly". They bought the then loss making AirAsia from its Malaysian owner DRB-Hicom, for a token RM1 (USD 0.25 cents), and agreed to take on the airline's RM40 million debt.

They started with two planes, one destination (Pulau Langkawi) and a staff of 250. The airline, together with Indonesian and Thai affiliates, now operates 82 new Airbus A320s and flies to more than 65 destinations in Asia from hubs in Malaysia, Thailand and Indonesia. The company employs almost 7,000 staff and has carried more than 75 million guests in its short history.

A similar opportunity arose with Lotus Racing, with Tony first approached about a sponsorship opportunity with a new team (having already brought AirAsia into F1™ with AT&T Williams as a team partner). Having been an avid motorsport fan since childhood, he saw the opportunity to bring the much-loved Lotus name back to F1™ and, with a consortium of Malaysian business interests, successfully led the creation and launch of the team in 2009, with the key milestone being September 12th's confirmation of the team's entry into the 2010 FIA Formula 1™ World Championship.

Having led Lotus Racing to its first season objective of tenth place, Tony and his fellow shareholders oversaw the transition to Team Lotus for 2011 and to Caterham F1 Team in for 2012 and he and the whole team is now aiming to move up the grid and fight for points in their third season.

In 2010, the French government awarded Tony the title of Officier of the Légion d'Honneur, an accolade they again bestowed upon Tony in 2013 when he was awarded the title Commander of the Légion d'Honneur, the highest award for a non-French national for his outstanding contributions to the automotive and aviation industries. He was also named "Asia Businessman of the Year 2010" by the international magazine Forbes, and in February 2011 Tony was awarded a CBE by Her Majesty Queen Elizabeth II for services to promote commercial and educational links between the United Kingdom and Malaysia. Tony was also bestowed with the honour of being made Tan Sri Tony Fernandes in 2011 by the Malaysian King, an accolade he achieved for services to his country.

**DATUK KAMARUDIN BIN MERANUN
CO-CHAIRMAN, CATERHAM GROUP**

Datuk Kamarudin Bin Meranun has become one of Malaysia's most successful business tycoons, working alongside Tony Fernandes to make AirAsia a true phenomenon within and outside of the aviation industry.

With an honours and masters degree in Finance, Kamarudin's career started at the end of the 1980s when he joined the Arab-Malaysian Merchant Bank where he stayed from 1988 to 1993 as a Portfolio Manager, managing both institutional and high net-worth individual clients' investment funds.

In 1994, he was appointed Executive Director of Innosabah Capital Management Sdn Bhd, a subsidiary of Innosabah Securities Sdn Bhd. He subsequently acquired the shares of its joint venture partner of Innosabah Capital Management Sdn Bhd, which was later renamed Intrinsic Capital Management Sdn Bhd.

Kamarudin then sold a private music label to Warner Music and later joined forces with his long-serving business partner Tony Fernandes to co-found AirAsia, Tune Hotels and AirAsia X. He now holds the position of Deputy Group CEO of AirAsia and Deputy Team Principal of Caterham F1 Team .

**SM NASARUDIN SM NASIMUDDIN
SHAREHOLDER**

SM Nasarudin SM Nasimuddin joined Malaysia's renowned Naza group of companies following a four-year period of study in the USA from where he graduated in business economics.

He joined Naza Kia Sdn Bhd as a management trainee in 2005 and has since been intrinsically involved in various areas of the company.

In 2006, he was appointed Head of Operations at Naza Corporation Sdn Bhd and took up CEO positions in three Naza companies in 2008 – Nasim Sdn Bhd (Peugeot franchise), Naza Corporation Sdn Bhd, and NZ Diners Sdn Bhd (Naza's first foray into the food business, Bubba Gump Shrimp).

He was appointed CEO and executive chairman of NAZA Group of Companies on 16 May 2008, following the demise of his father and founder of NAZA, Tan Sri SM Nasimuddin SM Amin.

In 2009, Nasarudin became Chairman of the Malaysian French Chambers of Commerce and Industry, as well as becoming one of the two Deputy Team Principals of Caterham F1 Team.

**GRAHAM MACDONALD
CHIEF EXECUTIVE OFFICER, CATERHAM GROUP**

Graham Macdonald is a lifelong car and motorsport enthusiast. He was raised in Stirling, Central Scotland and schooled at Stirling High - his interest in all things automotive was sparked by his father's time competing in stock cars and go-karts during the early to mid-1970s.

He moved to London when he was 18 years old to study quantity surveying, before moving into accountancy, and never went home!

He started his accounting career with Pontins but has been a key member of the executive team of Caterham Cars for the last five years, assuming the role of CEO in July 2012. Such is his fervour for cars and driving that Graham spent his first day in what was something of a dream role charging around Donington Park in his Seven on a trackday.

During his time as CEO of Cars, he has been heavily involved in the strategic development of the business as well as previously having responsibility for the day to day finances of the Group in his role as CFO.

Prior to Caterham, Graham had extensive experience at strategic board level in a number of companies within a wide range of sectors including FMCG, logistics, manufacturing and financial services. His previous roles included companies with turnover ranging from \$30 million to large multinationals.

As well as long term permanent roles, Graham has also had experience of working on a number of short-term projects as interim financial director and has successfully led post-merger integration as well as internal rationalisation projects.

Graham is ACMA qualified.

Away from work (and the racetrack) he is a keen sports fan and has played rugby and badminton since his school days.

MARK SMITH
TECHNICAL DIRECTOR

Mark grew up in a village called Pelsall which is about 15 miles north of Birmingham.

His first motorsport interest was motocross and as a youngster he competed for two years before eventually discovering Formula 1. His first grand prix was Silverstone 1981 which John Watson won. He immediately got the F1 bug and then spent a few years going to three or four European races per season and quickly became a firm fan. Mark left school to undertake a technical apprenticeship with GKN Automotive who sponsored him to undertake a Mechanical Engineering degree course at the Polytechnic of Wolverhampton and he left there with a first class honours degree in 1984.

Mark knew he wanted to work in motor racing but had to be patient and find an inroad. His first job in the industry was in 1988 at Comtec, the composites wing of March Engineering and he spent six months there working on project engineering. From there Mark joined Reynard Racing Cars in 1989 and started working with Gary Anderson, firstly on the 1990 F3000 car. That was his first experience of working in a drawing office and he was given a blank sheet of paper to work on the gearbox, which was somewhat daunting. The end result of that was actually the first ever transverse gearbox in F3000 and then in 1990 Gary was asked by Eddie Jordan if he would take on Eddie's F1 project, so three people, Gary Anderson, Andrew Green and Mark, designed the first Jordan car which finished fifth in the constructors' championship in its first year which was a magical experience.

Mark then stayed with Eddie Jordan for 11 years, seeing the technical team grow from three to around eighty. For the first six or seven years he was responsible for the gearboxes, hydraulic systems and some composite work, and was then appointed Head of Mechanical Design, and then Joint Chief Designer. He overlapped with Mike Gascoyne for the last couple of years he was there, firstly when Mike was Chief Designer and then working with him when he was made Technical Director.

Mike then went to Renault and Mark joined him there in 2000 as Chief Designer. He thoroughly enjoyed that role as they joined at a time when Renault had just bought the Benetton team which was going through a lean spell and three years later the team had progressed enough to win the Hungarian GP in 2003.

From Renault Mark went to Red Bull Racing in 2005, firstly as Deputy Technical Director and then Technical Director. The team was going through a transitional phase having been bought from Jaguar but he enjoyed his time helping to build the team before moving across to Force India as Design Director in 2007. Two years later Mark was promoted to Technical Director before making the move to Caterham F1 Team in 2011.

JOHN ILEY
PERFORMANCE DIRECTOR

As an automotive engineering graduate from Lanchester Polytechnic in Coventry, John was hired by Brun Technics and worked on the 1990 design of the Judd-powered Brun sportscar. In 1991, he became the aerodynamicist on the Allard J2X World Sportscar Championship prototype and the Spice sportscars. Following the demise of that series, he went freelance and worked on the Harrier LR9 GT road and race car, and the Uniclip Automotive Calibra that raced in the UK Thundersaloon Championship.

John moved into single-seaters when he joined the team on IndyCar development for Newman-Haas. He worked on the aerodynamics of the Lola and Swift Engineering cars from 1993 to 1997, when he joined Jordan as a Senior Aerodynamicist. He stayed there from 1997 until 2001, becoming Head of Aerodynamics in 1998 - the year of the team's maiden grand prix victory.

When Mike Gascoyne left Jordan and went to Renault in 2001, John followed him and stayed there for two years before Mike left for Toyota. John then joined Ferrari in 2003, as Head of Aerodynamics again. He was there for six years until he returned to the UK with McLaren as Head of Aero in 2010. After two years there, he joined Caterham F1 Team in 2012 as Performance Director

MIA SHARIZMAN
GENERAL MANAGER, CEO'S OFFICE
CATERHAM RACING GP2 TEAM PRINCIPAL

Mia Sharizman has a total of 12 years experience in motorsports, starting with organizing the MotoGP in 1998 to helming the Motorsports Association of Malaysia (MAM) as its CEO since 2008.

Upon graduating from Universiti Kebangsaan Malaysia in 1996 with an LLB (Hons) and subsequently accepted to the Malaysian Bar in 1997, Mia Sharizman joined Malaysia Airports Management and Technical Services Sdn Bhd in 1997 as a junior executive. After successfully organizing the MotoGP event in 1998, Mia became among the pioneer staff members of the Sepang International Circuit in 1998. He spent 5 years with SIC rising from Legal Officer to Events Coordinator, Broadcasting Manager and eventually Manager of Events and Operations Services.

In 2003, Mia was offered the opportunity by Motorsport Asia Limited (MAL) to embark on an ambitious project to organise and promote the Porsche Carrera Cup Asia, Formula BMW Asia, and the Asian Touring Car series'. For the next 5 years as the General Manager, he gained experience in organising and undertaking all operational matters of the series and the Asia Festival of Speed events in every circuit in Asia and the Middle-East.

In late 2008, Mia took on the challenge to be the Chief Executive of the Motorsports Association of Malaysia (MAM), striving to improve and change the face of Malaysian Motorsports by enhancing its development programme to move the sport forward in Malaysia.

In 2009 he accepted the huge responsibility of helping create a new F1™ team from nothing, and now plays a key role in helping Caterham F1 Team reach its long-term goals.

FACTORY

The Caterham F1 Team production and race team base is Leaffield Technical Centre, Leaffield, Oxfordshire (UK). The team moved into its new permanent home in August 2012 having started its life in Hingham, Norfolk where it was based from September 2009 until the move to Leaffield was completed in August 2012.

In the initial stages of car development in 2009 / 2010, the team established technical partnerships with Cosworth (engines), aerodynamics specialists Aerolab as well as gearbox / hydraulics specialists Xtrac. These were updated for 2011, with Renault Sport F1 supplying engines and Red Bull Technology the gearboxes, hydraulics and, from 2012, KERS systems. The team uses the Williams windtunnel in Grove, Oxfordshire, which came online in September 2011 and collaborates with two Malaysian universities – Universiti Teknologi Malaysia (UTM) and Universiti Teknologi PETRONAS (UTP) for engineering and composites support.