

CATERHAM
PROJECT V



From the late 1940s, a new kind of motor racing took hold across Britain. Across the country, perimeter roads of disused airfields were transformed into improvised circuits, hosting race enthusiasts competing in their simple sports cars.

These sports cars known as "Specials" were one-off, home-built or low volume competition cars built using components from mass-production manufacturers. These lightweight creations captured the raw spirit of grassroots motorsport that defined an era.

Years later, this simple approach was refined and elevated into some more cohesive and engineered, to provide us with one car that truly stood apart. The Seven.

Taking this car as the foundation of its brand, Caterham Cars has carried the tradition of the British lightweight sports car forward ever since.

The word tradition is often misunderstood as preserving the past exactly as it was. In reality, it means something very different. It means to honour a great idea whilst continuing its evolution.

Unveiled to worldwide attention at the 2023 Goodwood Festival of Speed, the electric sports coupé Project V embodies that philosophy.

Inspired by the spirit of the Seven, this new generation British lightweight sports coupé represents Caterham's vision of the near future, seen through the lens of the Seven itself.





The simple package enabled by EV architecture aligns naturally with the minimalist philosophy that Caterham has cultivated over decades of sports car development.

The styling was crafted by designer and Seven enthusiast Anthony Jannarely. The front design subtly recalls the Seven's iconic nose cone, conveying a clear sense of lineage.

Inside, the cockpit blends sporting intent with refined craftsmanship. Crafted using premium materials, the interior creates an atmosphere that heightens anticipation before every drive.

The flat dashboard, inspired by the Seven, places twin circular instruments directly ahead of the driver, while a triple gauge cluster and display are integrated into the centre of the dash. Throughout the cabin, a precise balance between digital integration and analogue charm co-exist seamlessly.

Even the smallest details reinforce the car's focus on driving engagement. The lever-operated handbrake, remains a deliberate reminder of the connection between driver and machine.

The cockpit layout is designed with driving at its core, evoking the spirit of classic lightweight sports cars, while the flat rear seats provide the practical versatility of additional luggage space when required.

The shared emphasis on simplicity between Caterham's philosophy and the inherent advantages of EV architecture opens up exciting new possibilities for Project V.



The cabin layout, focused on driving like the Seven, also evokes the atmosphere of classic lightweight sports cars. The flat rear seat effectively serves as luggage space.

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Project V represents a new challenge for Caterham Cars.

As part of its ambition to bring its first EV sports car to market, Caterham Cars collaborated with Tokyo R&D to develop the prototype vehicle.

At the heart of the powertrain is an advanced e-Axle specifically by Yamaha Motor. The battery system uses cutting-edge immersion cooling technology from XING Mobility, delivering exceptional thermal management and safety.

Through these powerful partnerships, Caterham continues to pursue a clear goal: delivering the driving pleasure expected from a true sports car, in the era of electrification.

Each component has been carefully engineered and refined, the completed prototype has already begun road testing, and development of Project V has now entered the next phase on its journey towards production.

Combining the DNA of Britain's iconic lightweight sports cars with advanced automotive technologies from Japan and around the world, Project V represents a truly global collaboration. Stay tuned, the next chapter is coming soon.

YAMAHA

eAxle



The e-Axle developed by Yamaha Motor integrates the motor, inverter and final drive into a single compact unit, creating a lightweight, cutting-edge drive system for EVs.

Caterham is currently the first manufacturer announced to adopt this technology.

PROJECT V

TARGET SPECIFICATIONS

Length × Width × Height	4,350 × 1,850 × 1,230 mm
Wheelbase	2,630 mm
Vehicle Weight	1,430 kg
Powertrain	BEV rear-wheel drive, Yamaha single-motor e-Axle
Battery	XING Mobility immersion-cooled battery (Battery cells: Panasonic Energy cylindrical lithium-ion cells for automotive use)
Maximum Power Output	200 kW / 268 bhp / 272 PS
0–100 km/h Acceleration	< 5.0 s
Top Speed	230 km/h
Range (WLTP)	400 km ^{*1}
Charging Time	20–80% SOC: approx. 20 minutes (100 kW DC fast charger) ^{*1}
Suspension (Front / Rear)	Double wishbone
Tyre Size (Front / Rear)	235/35R19 285/30R20

All specifications are target figures and may be subject to change during development.
¹ Figures are based on a battery capacity of 47 kWh.

XING Mobility

IMMERSIO™ Cell-to-Pack (CTP)



Project V adopts XING Mobility's advanced immersion-cooled battery pack.

By immersing battery cells directly in a dielectric coolant, the system enables rapid and uniform thermal management, delivering an exceptionally high safety standard.

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