

KW Motorsport 2006 News Archive

13.02.06 THE CREATION CA06/H-001

The result of many months work by engineering and design company, KW Motorsport, and Creation Autosportif is shown in the attached drawing of the newly-named Creation CA06/H. Formerly known as the Creation DBA4 03S, KWM worked with the British team over the winter months on a comprehensive aero programme in order to define the 2006 hybrid specification bodywork, rear wing and splitter of the CA06/H. KWM's design brief also included the successful accommodation of the Judd V10 engine.

The major differences to the 2005 look car took into account the 2006 regulation changes, and included a stepped splitter, angled under floor and extended diffuser, regulation under floor plank, a representative symmetrical twin secondary roll over structure, smaller rear wing profile endplates, shorter rear overhang and a new suspension (due to tunnel configuration). Creation's Team Principal, Ian Bickerton, is delighted with the outcome. "Creation has always maintained its intention to Hybrid its DBA and look at this as a two part project. With the aid of KWM and Ben Wood, we have now realised part one of the programme.

The second part will follow for 2007. We hope to shake the car down at a British circuit on the 9th March with a further two days of testing, probably at Magny Cours, before the official LMS test at Paul Ricard at the end of March. The new spec 5-litre Judd engine has completed over 3000 kms on the dyno now, and looks very impressive. KWM's involvement with the sports prototype goes back to its very earliest incarnation at Reynard and the company's knowledge of the car is second to none. Since that time, KWM has been responsible for the successful aerodynamic updates to the DBA-03S in 2005, and the subsequent acquisition of the original Reynard 02S 40% scale wind tunnel model allowed the design consultancy to take the evolution of the car to a further level.

Kieron Salter of KWM said, "The KWM/Creation collaboration to design and build the CA06/H has been made possible by our extended relationship with the team and the race car itself. This design has proved time and again to be one of the fastest available in its category, with a string of results to prove it. We expect the new CA06/H to do the same, and look forward to continuing our work with Creation on the second part of the evolution process which will be in compliance with the new ACO LMP1 regulations.

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