



CGRC News – 2020

2020 Provisional Calendar

We've been working hard over the last couple of months to put together our 2020 calendar, which we hope you will like. Comprising some of the best circuits the UK has to offer, plus a "new" overseas GP circuit, we hope you'll like it.

We've focused on delivering racing action each month, with 7 meetings from March through to September, creating a total of 16 races across the season.

A particular highlight will see us join forces with Caterham Motorsport for our European meeting, with a view to making this a superb event. We last raced with them back in 2007, as part of the Caterham 50th anniversary celebrations, so this is set to be a fantastic addition to our calendar.

The full provisional race calendar is here: -

21/22-March	Silverstone National	2 day - Triple Header
10/11-April	Donington Park National	2 day - Double Header
23-May	Silverstone GP	1 day - Double Header
13/14-June	Anglesey International	2 day - Triple Header
10/11/12-July	Zandvoort GP	3 day - Double Header
29-Aug	Snetterton 300	1 day - Double Header
12-Sep	Oulton Park International	1 day - Double Header

The Anglesey International meeting in June is with 750 Motor Club. The remaining UK meetings will run with BARC.

As we always say, at this point in time the dates should be treated as **PROVISIONAL**. Whilst we would hope the dates will stay put, they can move around (and have in the past) for reasons beyond our control. Please be aware any changes should occur before the end of this month.

As usual, we are planning to have a pre-season track day and the date and venue for this remains to be confirmed. We are looking at the weekends of 29 February / 1 March and 7/8 March. More details to follow shortly.

Mixing it up for 2020

You've asked for more variety in racing format, so for 2020 we are providing a mix of: -

- 1-day and 2-day meetings
- Double and triple headers
- A 3-day international event

Practice at Every Meeting

Given the popularity of "free" practice in 2019 and to assist those that do not wish to, or are unable to test the day before, we have included a 15-minute practice session at **all** of our 2020 meetings. For the Zandvoort meeting, there are a number of sessions on the Friday of this 3-day event.

Qualifying and Race Lengths

The majority of our members wanted to see these stay the same for 2020, so the format will be as follows:

- Qualifying will be 20 minutes
- Double header events - Race 1 (with exception of Zandvoort GP) will be 20 minutes and race 2 will be 25 minutes
- Zandvoort will include two 30-minute races
- Triple header events will include two 20-minute races and one 25-minute race.

New Racing Membership Options for 2020

We appreciate not everyone can commit to a full championship, so for 2020 we have developed a number of alternative membership options, meaning that members can chose to race as much or as little as they wish. The options include a new competition, the CGRC Trophy. Aimed at those who can only compete in a few meetings, the Trophy will be open to drivers racing at a maximum of 3 meetings from our UK dates.

For 2020 there are 3 types of racing membership: -

- **Full Membership**

Join as a Full Member and compete in one of 4 classes in the CGRC Championship.

- **Trophy Membership**

Join as a Trophy Member and compete in 3 race meetings for the CGRC Trophy (the circuits for 2020 are Silverstone GP, Donington National and Snetterton 300), and at any other meetings as a Flex Member (see below).

- **Flex Membership**

Join as a Flex Member and race when you want to / are able to at one or more meetings during the season. Flex Membership is open to both CGRC class specification cars and current specification cars from the Caterham Motorsport Roadsport, 270R and 310R classes.

Membership Opening

Whilst we have managed to release our calendar a few weeks earlier than normal, we still have some more work to do on the admin side before we are able to open for membership. Our current plan is to open up for 2020 membership on 25th November. As usual we will have an “early bird” offer at a discounted membership fee, which will be valid for a few weeks.

Rest assured all current members will be sent an email giving the date on which we will be open for membership. We will also post this on the CGRC website forum and social media platforms.

For those reading this who are not current members, if you wish to be informed of when membership is due to open up please drop an email to membership@cgrc.uk or keep an eye on our social media channels.

Pricing - Membership and Race Entry Fees

Our pricing for both membership and race entries remains to be finalised as we are still waiting for a few costs to come in. We expect to finalise both in the next couple of weeks.

Full racing membership is likely to be similar to last year (£295, with an early bird rate of £245).

There is a lot of pressure on entry fees due to the increase in circuit hire costs. We are trying hard to limit the increase, however, with the reduction to 7 race weekends the overall season should actually cost less than last year for the same number of races.

As ever, the Club’s aim is to provide an excellent value racing experience.

2020 CGRC Championship Class Structure

The Board have been actively considering our class structure, with a view to establishing a core sustainable offering for the future, with the best chance of each class having good grids for 2020 and in turn providing the best in competitive Caterham racing.

Further to detailed consideration, and taking into account comments from members, the CGRC Board have decided to propose that 4 classes will apply for 2020 as follows: -

Sigma 150 - based on the Caterham Motorsport 310R (production from 2014 to date), 151bhp TiVCT Ford Sigma engine, race suspension, limited slip differential, Mazda gearbox.

Sigma 135 - based on the Caterham Motorsport 270R cars (production from 2014 to date), 135bhp TiVCT Ford Sigma engine, race suspension, open differential, Mazda gearbox.

Caterham Academy and Caterham Roadsport cars with the 125bhp TiVCT Ford Sigma engine (production from 2014 to date) can be upgraded to 135bhp Sigma 135 engine specification by way of a simple and low-cost ECU flash – as carried out by the ex-Caterham Roadsport drivers, who joined us this season.

The remainder of the upgrade to full Sigma 135 / 270R specification (wide track and race springs and dampers) is optional and opinion varies as to whether this offers an advantage.

Pre 2014 non-TiVCT Ford Sigma engine cars with 125bhp and Ford type 9 gearbox (production from 2008 to 2013) are also permitted in this class, or can be upgraded to Sigmax specification (see below).

Sigmax - based on the Caterham Motorsport Supersport (from 2008 – 2013), with some 140bhp from the non-TiVCT Ford Sigma engine, race suspension, limited slip differential, Ford type 9 gearbox. The class also includes the Rover engine former Mega class cars (with the option of a limited slip or open differential).

The Sigmax / Mega equalisation test is now confirmed for 30 November at Snetterton 300. PT Motorsport are carrying out the test for the Club. Ian Payne is driving and data logging a Sigmax and a Mega fitted with an LSD.

The LSD being specified is a proven product – it's a Titan diff with a specific "ramp" specification, due to the light weight of the car. It was fitted to the original Caterham Supersport.

Phil at Road & Race - <https://www.rtrtransmissions.com/lstdstore/titan> can supply and correctly set up the LSD for £750 plus £150 to fit in the casing – so £900 plus VAT. Phil says he is expecting Titan to increase their prices soon, so if you are thinking of having an LSD fitted for next season you might want to place an early order.

Classic - based on the original Caterham Scholarship / Academy live axle car up to the year 2000.

It has been discussed and agreed with the Classic drivers that 2020 will be the last season for the class and to mark this we are looking into a "Classic Celebration" at one of our 2020

meetings. It is hoped that as many Classic drivers as possible will look to race in other CGRC classes from 2021.

The above means that for 2020, we will suspend the 175 and Sigma 125 classes. The 125 class is currently not required, given that the Roadsport engine can be easily and cheaply upgraded to 270R / Sigma 135 engine specification. There was no demand for the 175 class in 2019 and it is incompatible with the mixed class grids proposed for 2020. It could return in the future should there be a demand for this class from the large number of 420R cars competing in UK motorsport.

Grids for 2020 and 2021

For 2020 the Club are fully responsible for purchasing grid space / track time.

In view of this and based on anticipated membership numbers and likely participation rates, we have looked at circuits with higher capacity grids (38 and over), where we can race on a single mixed grid.

Given that we have a single mixed grid for 2020 there may be pressure on grid space at some meetings. Accordingly, for 2020, we will be operating a priority entry system based on the type of Club membership as follows: -

Full Membership – 1st priority for all race entries up to a stated date.

Trophy Membership – Joint 1st priority with full members for entries to the 3 CGRC Trophy meetings up to a stated date. 2nd priority (along with Flex Members) for any other race meetings.

Flex Membership – 2nd priority for all race entries.

For 2021 we are looking to grow CGRC membership, with a view to having two grids at the majority of circuits.

That's all for now – more to follow in the coming weeks.

CGRC Executive Directors

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