



## Caterham Graduates Championship Snetterton Briefing Note - 5/6 May 2019 and CGRC News

Welcome to the third meeting of the 2019 season.

This note supplements the Final Instructions (currently v.5) here -

<https://www.barc.net/wp-content/uploads/2019/05/HQ07-SN-Finals-050605-v5.pdf>

The timetable (currently v.3) is here -

<https://www.barc.net/wp-content/uploads/2019/04/2019-HQ07-SN-v3.pdf>

### 1. Entries

As at 02.05.2019 we had 42 entries, divided amongst the classes as follows: -

Sigmax – 16

Mega – 10

Classic - 9

Sigma 150 - 4

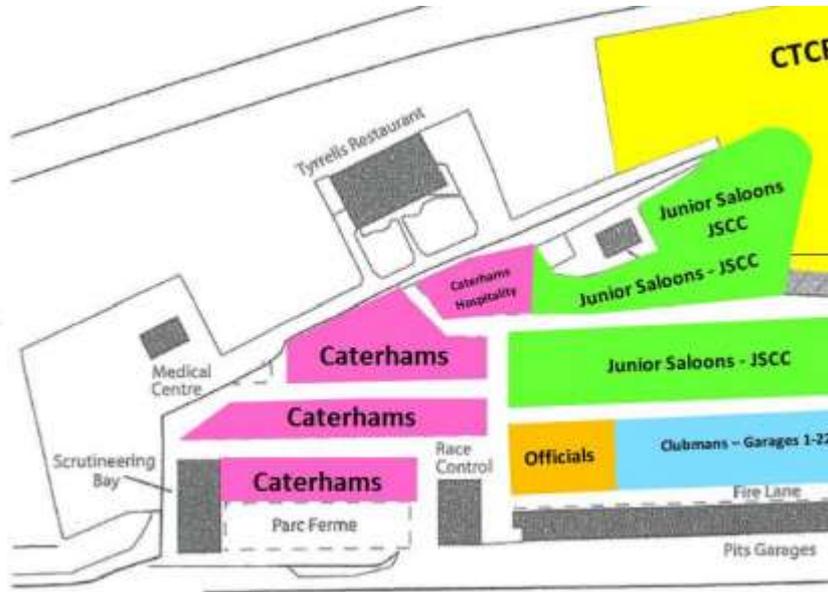
Sigma 135 - 3

### 2. Venue Access

For those not testing the Final Instructions state that paddock access is from 18.00 on Saturday and the paddock should be vacated by 19.00 on Monday. It would normally be possible to access the paddock during the test day on Saturday.

### 3. Paddock Plan

We have been allocated the upper section of the paddock. A specific area has been set aside for our hospitality marquee – **please do not park in this area either before or after the marquee has been constructed.** If you do you will be asked to move.



### 4. Safety and Eligibility Scrutineer – Keith Marchment

Keith will not be with us this weekend due to work commitments. Scrutineering for us is scheduled to start at 10.10 on Sunday morning.

### 5. Scrutineering / Eligibility / Parc Ferme Issues at Croft

Keith swapped over the ECUs of a number of Sigmax class cars at Croft and found no irregularities.

There was also an issue over competitors using tyre pressure gauges in Parc Ferme – please note that tyre pressure gauges should not be carried in the cars and also should not be passed to competitors from those outside Parc Ferme.

Keith found a number of cars with worn tyres at Croft. Please note our Championship Regulations at 5.13.1(iii) state ***“If any of the wear bars are flush (level) with the tread surface at pre-event scrutineering or when a car is first about to go out on track, the vehicle will be rejected and not allowed to compete.”***

Competitors are limited to 3 sets of tyres – if necessary, you should consider using a spare set (outside the 3 sets) for testing and free practice.

## 6. Decals

There are still some cars missing decals, in particular class decals on the front and rear of the roll cage. Please ensure you have a full set applied in the correct positions in accordance with the decal guide, which can be found here - [https://www.cgrc.uk/docs/CGRC\\_Decal\\_Guide\\_2019.pdf](https://www.cgrc.uk/docs/CGRC_Decal_Guide_2019.pdf)

## 7. New Drivers Briefing

Drivers who have not raced at Snetterton (300 configuration) before **MUST** attend a “new drivers” briefing. These will be held outside Race Control (where you sign on) at 08.00 and 10.30 on Sunday.

## 8. Championship Briefing

There is a **mandatory** Championship Briefing for all Drivers at 09.30 in the hospitality marquee on Sunday. Please note non-attendance may result in a significant fine by Motorsport UK.

The Briefing will cover mixed class racing, given a number of issues at Croft, and arrangements for two groups in the extended 30-minute qualification session and race grids.

## 9. Practice Session

All drivers may use the 15-minute practice session scheduled for 11.35 on Sunday. There is no additional charge for this.

## 10. Grid Formation and Start Procedure

The grid formation will be advised at the Championship Briefing.

For the avoidance of doubt, there will be no delayed flag start. All classes will start at the same time on the lights.

## 11. Tyre Supply

Polleysport are at the meeting. If you have not ordered tyres as yet, please contact Steve Polley on 01354 688111 to avoid disappointment.

## 12. Race Support Teams

3 race support teams will be attendance this weekend. If you would like to discuss support arrangements (from emergency support to full support) the contacts are: -

CTS Motorsport - Jon Curry - 01652 649589

GRS - Pete Godfrey - 07936 190352

Revolution Motorsport - Joel Doherty - 07909 901571

### **13. Parts Shop**

GRS will have their parts shop open and parts are available for purchase by all drivers and support teams. See Pete Godfrey or one of the GRS team.

### **14. Decal Supply**

GRS are carrying the stock of spare sponsor and Club decals / number squares. They are available on test and race days.

### **15. DST at the meeting**

DST members at Croft include Andy Molsom (Sigmax 20), Marc Noaro (Mega 68), Steve McMaster (Sigmax 7) and Andy Skinner (Mega 55).

They will be pleased to give an informal opinion should you wish to discuss any driving standards issues.

### **16. Updated Driving Standards Information and Guidance for 2019**

This has been updated for 2019 and all drivers should read it.

It can be found here: -

[https://www.cgrc.uk/docs/2019325\\_CGRC%20Driving%20Standards%20Information%20and%20Guidance%20FINAL%20March%202019.pdf](https://www.cgrc.uk/docs/2019325_CGRC%20Driving%20Standards%20Information%20and%20Guidance%20FINAL%20March%202019.pdf)

### **17. Clerking**

You may have noted on the Final Instructions that our Commercial Director, Andrew Outterside, is clerking this weekend. He will not be responsible for directly clerking our races, however some of you may see him at a new drivers briefing.

### **18. WhatsApp Group**

For 2019, we have introduced a bulletin WhatsApp group to provide updates throughout the 2019 Season, including race day information.

It is used by the CGRC Executive and Race Day Administrator and is for drivers and race / support team managers.

To access the WhatsApp group, you will need to download WhatsApp and follow this link:

<https://bit.ly/2YgEM4i>

If you have any issues with the above link, please send a WhatsApp message to **07595 393 187** and you will be invited into the group.

Please note that by joining the group, your telephone number will be visible to all within the group.

## 19. Child and General Safety

We had a number of issues at both Silverstone and Croft with children playing unsupervised in a live paddock. Please ensure that children are supervised at all times and should not be in the paddock around the cars unless they are accompanied by an adult.

The paddock is particularly congested at Snetterton. Drivers should keep their speed to an absolute minimum when driving in the paddock.

In addition, please note, no one should ride on the back of race cars.

## 20. Contact / Further Information

Prior to the meeting – John Benfield - 07770 995395 or [competitions@cgrc.uk](mailto:competitions@cgrc.uk)

Race Days - Kate Outterside – 07595 393187 or [raceadmin@cgrc.uk](mailto:raceadmin@cgrc.uk)

Kate is our Race Day Coordinator and is the liaison between CGRC and BARC and our race Clerk.

If you have any queries or issues on the day please do not hesitate to contact Kate.

## 21. CGRC News – a few important items of news

**New Board Members and Helpers Required** - 2 Directors have given notice that they are resigning from the Board, so we are looking for new members to be co-opted onto the Board and / or stand for election at the AGM at Brands Hatch, along with the existing Directors who are due to stand down by rotation. If you wish to consider joining the CGRC Board and want to understand what is involved, please speak any of the current Executive Directors – Barry White, Peter Marsh, John Benfield and Andrew Outterside. If you do not wish to join the Board but can spare some time to help out during race weekends and on various projects outside race weekends please contact us.

**Zandvoort** - Entries for our Zandvoort rounds on 5th - 7th July have been open to members since 19th April and **we have already filled half the grid**. Tickets will open to guest drivers on 3rd May, so please don't delay in entering to ensure you get a confirmed place. Once we get to 47 entries, we will run a reserve list. The racing member entry fee is £675 which covers free practice on Friday as well as qualifying and races on Saturday and Sunday. The timetable is subject to change but currently shows us finishing around 2pm on Sunday (please take into account Parc Ferme and packing up etc.). Please note you must have a National A licence to take part in this event.

The weekend consists of: - 3 x 25-minute free practice (on Friday 5th July)  
1 x 25-minute qualifying  
2 x 30-minute races

**Donington (1/2 June)** - we have 2 grids at Donington and are inviting entries from guests for the weekend and also for the Sunday only. We expect a number of guests from Caterham Motorsport to join us on Sunday, following their meeting at Oulton on the Saturday. If you know anyone racing in Caterham Motorsport please mention the opportunity to race with us on Sunday – our guest flyer for Sunday can be found here –

[https://www.cgrc.uk/docs/2019420\\_Caterham%20Grads%20Guest%20Entry%20Form%20-%20Donington%20\(Amended%2017042019\).pdf](https://www.cgrc.uk/docs/2019420_Caterham%20Grads%20Guest%20Entry%20Form%20-%20Donington%20(Amended%2017042019).pdf)

**Head & Neck Supports for Motorsport – A Physio and Personal Perspective** – we thought you would be interested to read an article by Michael O'Reilly, a physio who specialises in the treatment of neck and neck-related disorders and a competitor in the Caterham Motorsport's 310R class. This produced below.

*As a physio and competitor, I have a keen interest in head and neck supports and frontal head restraint (FHR) devices.*

*For my first two seasons I have been using a standard/traditional HANS device as used by Formula 1 drivers. It is my understanding that the reason for the development of the HANS was to prevent severe neck and brain injury in the event of a high-speed frontal impact. Essentially the aim was to keep the head (which weighs as much as a ten-pin bowling ball) attached to the trunk during a sudden stop. Arguably, it is in this plane (forward) that the greatest sudden speed changes are likely to happen. There is no doubt that the HANS is very effective in providing this restraint.*

*I did however have my doubts about how effective the HANS is in preventing/protecting the neck in a lateral (sideways) plane of movement. It was however 2 incidents at a disappointing Oulton Park race weekend that supported my concerns.*

*The first was a sideways encounter with the barrier on the exit of Cascades and the second was a shunt, again sideways on the first corner of the first lap.*

*In the Cascades incident, a rookie error of not "keeping my foot in" lead to a sudden sideways stop at the armco. Even though this was a relatively low speed collision, the force was enough to create what would have been a sideways whiplash had my crash helmet (containing my head) come to a sudden stop through hitting the roll cage. The marks on my crash helmet and roll cage bumper confirmed this. So, I avoided a whiplash but walked away with a concussion instead.*

*A head and neck restraint is only as good as the positioning of the harness anchoring it...*

*Subsequently, when strapped into the seat, I have tried to get my helmet to meet the cage in the same way it did during the stop but cannot get near it. This is an indication of how much the neck can lengthen during sudden direction changes with the resultant soft tissue, neural and vertebral joint trauma.*

***The second incident is best detailed by the photo below and the position that my head and neck ended up in at the point of impact.***



***In most race cars there is a restraint to excessive sideways movement of the head, either provided for by racing seats with wrap-around head support or with the support built into the structure of the car, such as the removeable head protection in the modern single seater cars.***

***I have therefore made the move over to a Hybrid Frontal Head Restraint, the Simpson Hybrid Sport to be specific. Once correctly fitted, it is immediately obvious how much support this system provides to lateral vectors (lines of force) and how important this could be in protection the head and neck in the unfortunate event of a racing/track day incident.***

***If yours in a one of the race cars where there is currently no practical way of using a seat with sideways protection or having it integrated into the car and I would therefore, both personally and professionally, recommend a hybrid system.***

***In addition to the frontal restraint, when correctly fitted, it can provide a firm restraint to excessive lateral flexion (sideways movement) of the neck. Bio-mechanically, of the all the main planes of movement, the neck is least able to cope with lateral flexion and is therefore most susceptible to injury from sudden direction changes in this plane.***

***I want to be clear that I am in no way undermining the value or questioning the efficacy or value of HANS devices. They very effectively do what they are designed to do and provide an essential component of an overall safety package. However, where there is no other sideways head restraint, other alternatives should be considered.***

***To get a 10% discount on Simpson Hybrid Head & Neck Support email***

***[michael@weybridgephysio.co.uk](mailto:michael@weybridgephysio.co.uk)***

***A foot note on seat and harness fitting...***

***Through this process of experimenting with two devices, I discovered how important harness top mounting position is. As the mounting point was approx. 10 cm higher than my shoulders, the harnesses were not properly anchoring either device. Lowering the anchoring point not only provides better anchoring for the FHR/HANS devices but also (essentially) keeps me secured into the seat and thereby keeping me (and my head) well within roll cage / safety cell.***

***So, my advice would be, get an outside view on those harnesses.***

***Michael O'Reilly***