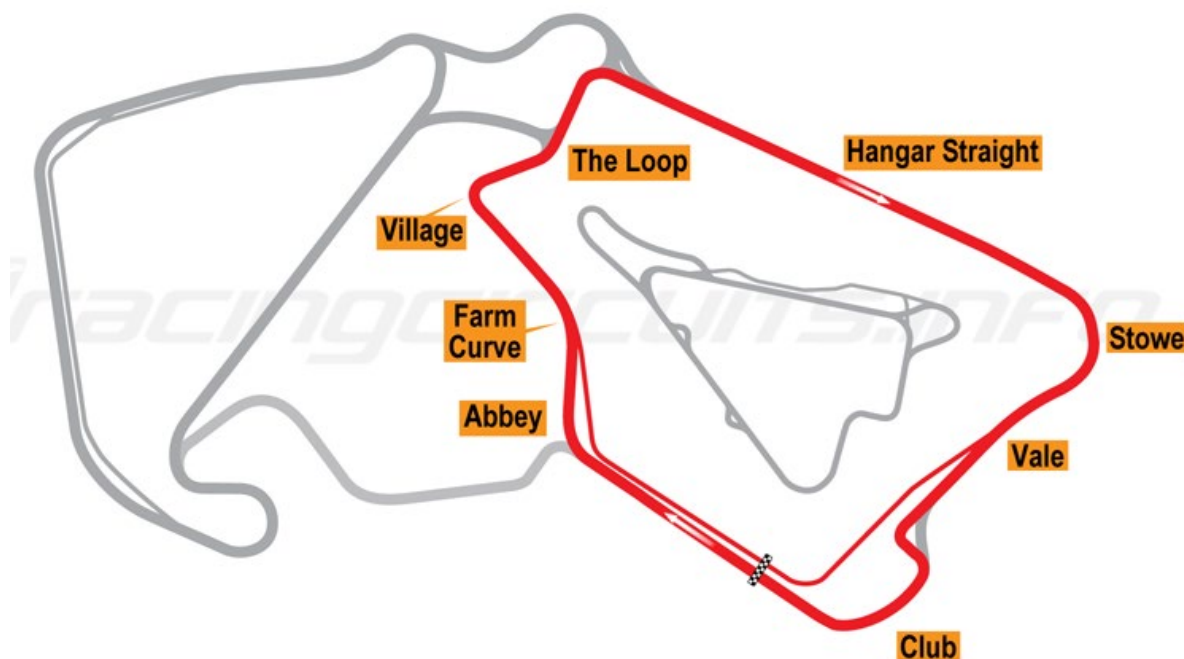




## Briefing Note – Silverstone International 10 + 11 October 2020

Sorry to those missed out on Pembrey last weekend, perhaps you don't regret it given the weather!

So, on to our last race meeting of the season. Silverstone International Circuit, the southern section of the GP circuit, some 1.85 miles long, including the slipstreamer's delight that is the Hangar straight and the challenging Stowe, Club and Abbey corners. We are based in the F1 pits complex at "The Wing".



**....and all our races are full circuit live streamed.**

We can understand that some are disappointed that there is just qualifying on Saturday; however, it does have the advantage that all our races will be full circuit live streamed on Sunday!

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The Club, and some other championships/series at the meeting, have commissioned **247.tv** to provide live coverage of our races; this includes full circuit multi-camera coverage, TSL timing feed/graphics, circuit commentary along with podium and paddock interviews. Ian Waterhouse from MySupercar (who was with us at Mallory Park and Snetterton) will be carrying out the podium and paddock interviews.

The live stream can be accessed as follows:-

### **YouTube**

Sunday - <https://youtu.be/U9PMkxMUdUg>

Saturday\* - <https://youtu.be/pZ6kQiHJw0w>

### **Facebook**

Live link - <https://www.facebook.com/247dottv/live/>

Sunday direct link - <https://www.facebook.com/247dottv/posts/3409543992469108>

Saturday\* direct link - <https://www.facebook.com/247dottv/posts/3409537919136382>

\* we have only paid for 247.tv to cover Sunday, so there is unlikely to be coverage of the CGRC qualifying session on Saturday. 247.tv normally only cover racing. The 20-minute CGRC qualifying session for all classes on Saturday is between races, so may well be covered – it is from 15:20 – 15:40 in the timetable.

The race timetable for Sunday (always subject to change) is currently as follows:-

**10:20 – 10:45 – Sigma 150, Sigma 135, Classic**

**14:15 – 14:40 – Sigmax, Sigma 135, Classic**

**16:20 – 16:45 – Sigmax, Sigma 150, Classic**

The full timetable can be accessed here:-

<https://www.barc.net/event/barc-race-meeting-silverstone/>

In addition to the live stream, a highlights programme will be available (date to be advised) on Freesports TV <https://www.freesports.tv/> and the Club will have this available for use on our social media channels.

We hope you, your families and friends enjoy the coverage. If it proves to be a success, the Club will consider commissioning more live coverage in 2021.

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## **CGRC Silverstone International Lap Records**

The current class records are:-

Classic - 1:23.056 – Robin Webb (October 2017)  
 Sigma 135 - 1.19.593 – Neil Wright (March 2019)  
 Sigma 150 - 1:15.909 – Luke Balmforth (March 2019)  
 Sigmax - 1:14.941 – Sam Wilson (March 2019) – with a broken gearbox!

How many new lap records will be set at this meeting?

## **Mission Motorsport Lap Record Award**

As many of you know, we are proud to be working with Mission Motorsport this year. Expect to see more updates on their fantastic charity work soon, and if you have a minute take a look at their website (<https://www.missionmotorsport.org>) which will shortly be showcasing features and photographs from our racing exploits.

Together we have created the new Mission Motorsport Lap Record Award, to recognise those who either break existing or set new lap records throughout the season. With our newer classes visiting circuits for the first time, and our existing classes getting quicker and quicker, we expect to see a wave of new lap records, not only this season but also into 2021!

So far this year the following records have been set:

### Croft Circuit

- Sigma 135: Dan Clayphan – 1:33.969

### Mallory Park

- Sigma 135: Marc Noaro – 00:52.730
- Sigma 150: John Benfield – 00:51.670
- Sigmax: Harry Cramer – 00:51.460

### Cadwell Park

- Sigma 135: Ben Buckley – 01:41.096

### Snetterton 200

- Classic: Trevor Harber – 01:34.114
- Sigma 135: James McCall – 01:29.489
- Sigma 150: Andrew Witton – 01:23.498
- Sigmax: Mark Gibson – 01:24.219

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### Oulton Park

- Sigma 135: David Read – 01:56.393
- Sigma 150: Andrew Whitton – 01:54.731

Congratulations to David Read and Andy Whitton for setting new lap records at Oulton Park.

Special embroidered Mission Motorsport caps are presented to new lap record holders, and everyone will appear on the CGRC roll of honour: [https://www.cgrc.uk/lap\\_records.asp](https://www.cgrc.uk/lap_records.asp)

### Laps of Silverstone International

Among the highlights of last year's racing was the recovery drive of Sam Wilson in the Sigmax class, when he dropped to the back of the field on the first lap, as he couldn't find a gear approaching the first turn.

Not only was it a very impressive drive through the field for a win, but Sam also set a new Sigmax lap record of 1:14.941 (with a broken gearbox!).

You can see Sam's lap record here:- <https://www.youtube.com/watch?v=0GV4m6NF4kl>

And if you don't mind the sound of metal on metal and have 30 minutes to spare, Sam's recovery drive is well worth watching here:- <https://www.youtube.com/watch?v=ybArfAiZYBE>

### Track Limits at Silverstone International

It's very tempting to push hard and run wide with the acres of tarmac run-off available, however, please be aware track limits will be monitored by cameras and nominated Judges of Fact. Favourite spots where you are likely to be deemed to have gained an advantage are on the exit of Abbey, Stowe and Club corners.

### BARC - New Race Entry Procedures

By now you should have "signed on" using the self-declaration for the meeting on the BARC entry system or submitted a form electronically to David Wheadon at BARC - [dwheadon@barc.net](mailto:dwheadon@barc.net) – if you have not, **please deal with this ASAP to ensure your entry is valid.**

The declaration replaces the normal sign-on procedure and includes a declaration regarding your vehicle and personal equipment, which replaces the normal scrutineering. Notwithstanding the use of the declaration form, random checks may be undertaken at the scrutineer's discretion. Eligibility may also be checked by the appointed Eligibility Scrutineer or by any member of the Motorsport UK Technical Commission as listed within the Motorsport UK Yearbook.

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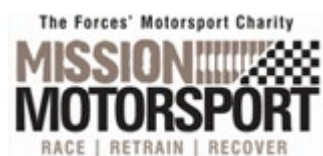
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Please note your race licence may also be checked, so please ensure you bring it with you.

## **Social Distancing and PPE – New Rules**

For your own and others safety and to reduce risks, you and anyone with you must adhere to the requirements set out in the **BARC briefing notes (updated since Oulton Park)**, which state:-

***"The wearing of face masks or coverings is mandatory for everyone at all times while within the venue, unless while eating or drinking within designated areas. There are no exceptions for health considerations as may previously been the case, and if anyone is unable to comply, then they should not attend the event.***

***There must be no groups of more than six people in close proximity within the venue at any time, regardless of the precautions undertaken."***

## **Entries, New Member and Guest**

As of 6 October, we have 46 entries, made up as follows:-

|           |    |
|-----------|----|
| Sigma     | 19 |
| Sigma 150 | 4  |
| Sigma 135 | 17 |
| Classic   | 6  |

For this meeting, we welcome new member Don Francis (Sigma No.84) to his first race meeting. Don is a friend of Marc Noaro and 2017 Sigma Champion, Jon Harmer. Jon is supporting Don, and he drives Marc's Sigma (Mega).

We also welcome guest driver Peter Greaves (Sigma 135 No.21) aka "**Petrol Ped**" TV presenter, car reviewer, occasional sprinter and racer and YouTuber (with over 75k Subs). Ped has raced Renault Clio 182s and Ford Ka Enduro and previously owned and sprinted a Caterham Superlight. His Caterham claim to fame (to date) is surviving two weeks with a loan Caterham 620R!



<https://www.youtube.com/watch?v=CRKu5-9g9jk>

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For more information see Ped's social media channels here:-

YouTube - [www.youtube.com/c/petrolped](http://www.youtube.com/c/petrolped)

Twitter - [www.twitter.com/petrol\\_ped](http://www.twitter.com/petrol_ped)

Facebook - [www.facebook.com/petrolped](http://www.facebook.com/petrolped)

Instagram - [www.instagram.com/petrol\\_ped](http://www.instagram.com/petrol_ped)

Full Entry List is here <https://www.barc.net/event/barc-race-meeting-silverstone/>

## **Final Instructions and Timetable**

The current version of the Final Instructions and Timetable is available on BARC's event site here:-

<https://www.barc.net/event/barc-race-meeting-silverstone/>

**PLEASE ENSURE YOU READ AND FULLY UNDERSTAND THE FINAL INSTRUCTIONS – THEY INCLUDE MANY NEW PROCEDURES BECAUSE OF THE COVID19 RESTRICTIONS.**

## **Drivers' Briefing**

This will also be available on BARC's event site (link above), but at the time of writing this note, it has not been uploaded. **Please ensure you read it before the meeting.**

## **IMPORTANT - Access to Silverstone - Roadworks and Road Closures A43**

Highways England has confirmed there will be roadworks and road closures on the stretch of A43 **between the Abthorpe roundabout at Towcester and the Northampton Road roundabout at Brackley** at the following times:-

7pm - 6am: Monday to Thursday

8pm Friday to 8am Saturday

7pm: Saturday to 9am Sunday

8pm: Sunday to 6am Monday

**This is the main route to Silverstone from both the M40 and M1.** There will be diversions in place so please make sure you have planned ahead when arriving at and leaving the venue.

See map on the following page.

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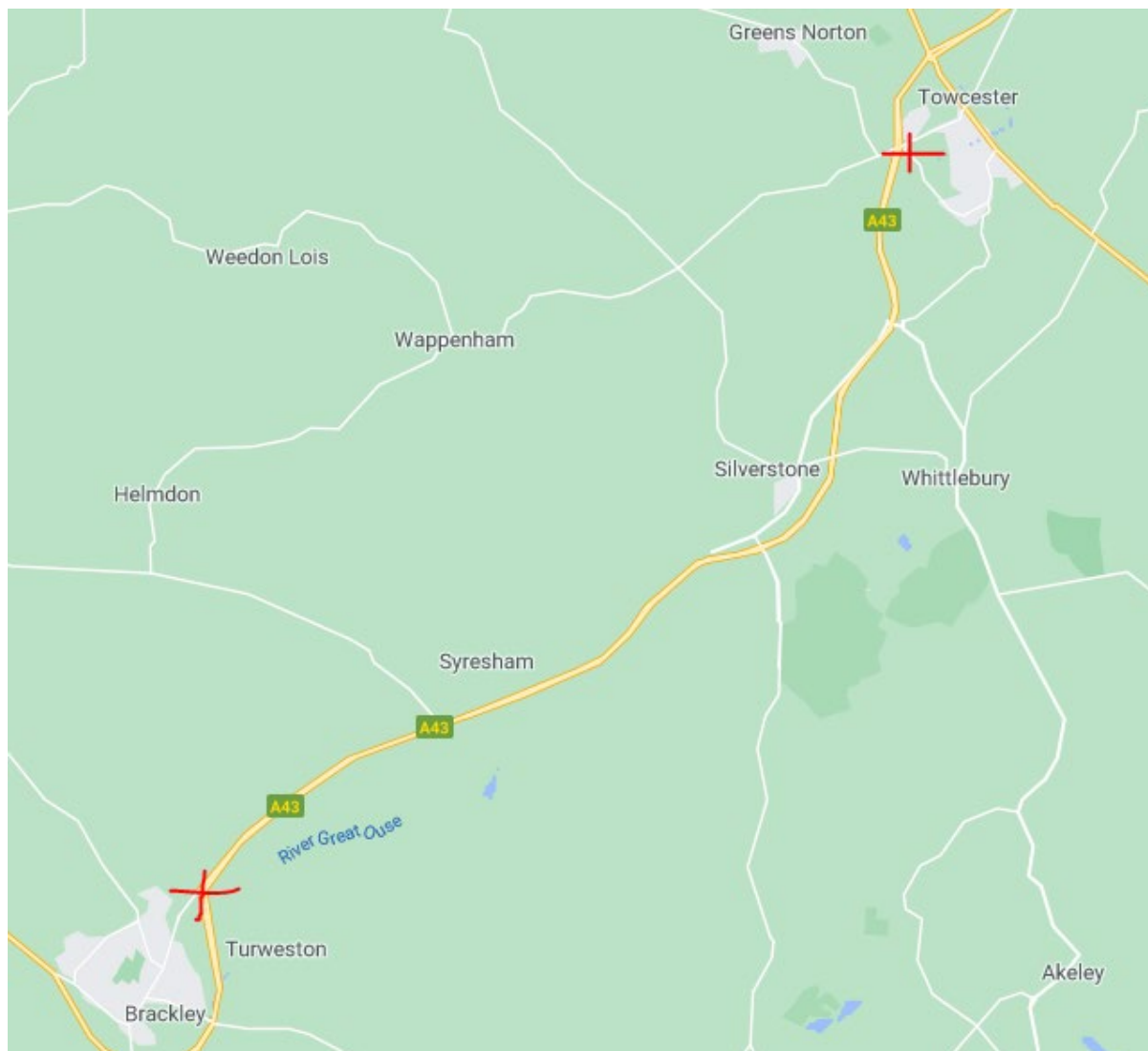
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## Access and Paddock Plan

The Final Instructions say that for those not testing on Friday paddock access will be from 18:00 on Friday and the paddock must be vacated by 19:00 on Sunday. Whenever we have raced at Silverstone International and used "The Wing", paddock space has been at a premium.

At this meeting, we anticipate space to be even more of a premium! Because of the lack of space, no private cars will be permitted within the paddock. There should be ample parking outside the paddock, where you will be directed by Silverstone personnel. For those trailering, please park considerably and be prepared to move your trailer outside the paddock after dropping off your race car.

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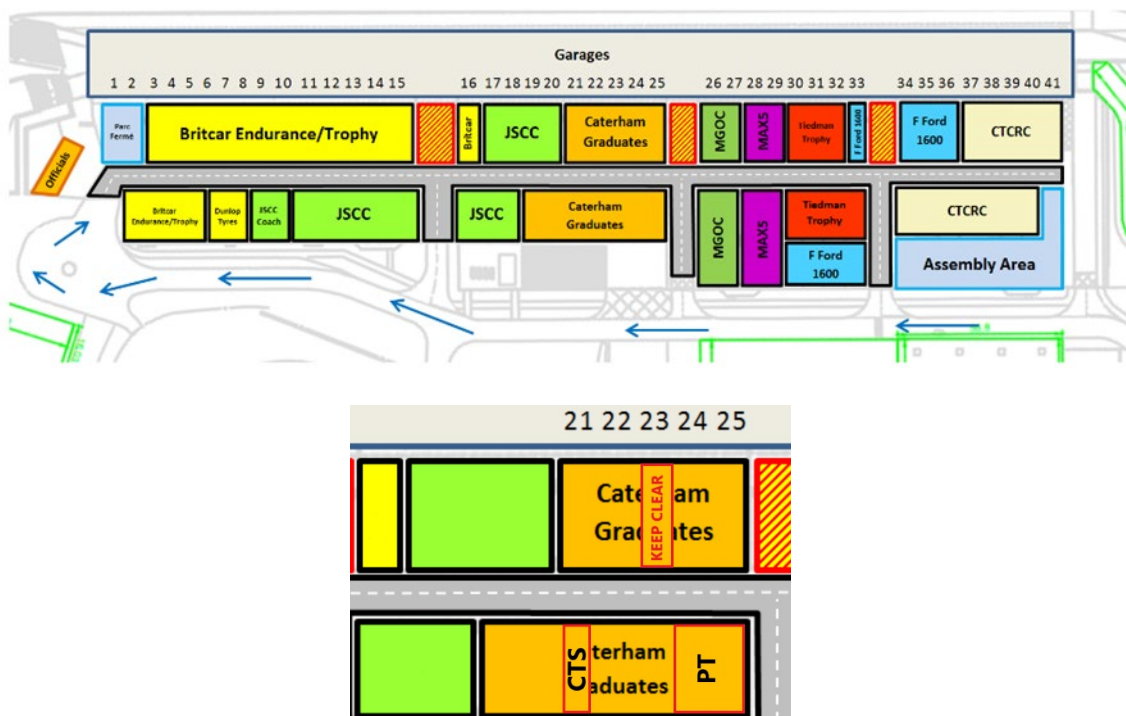
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We have been allocated Garages 21 – 25, the area to the rear of the garages and an area the other side to the central paddock service road.



**PLEASE NOTE – NO PARKING IS PERMITTED DIRECTLY BEHIND GARAGE 23 on Saturday or Sunday. It must be kept clear as an essential access route to and from our garages.**

Garage allocations are as follows:-

#### Garage 21

Richard Clegg (CTS)  
Philip Clarke (CTS)  
Andrew Sagar (CTS)  
Peter Marsh (CTS)  
Andy Molsom (CTS)  
Stephen Clark (CTS)  
Donald Francis

#### Garage 25

Neal Evans (PT)  
James McCall (PT)  
Marc Noaro (PT)  
Robin Webb (PT)  
Gideon Wilkinson (PT)  
Aki Hussain (PT)  
Michael Segal (PT)  
Glenn Burtenshaw (PT)

#### Garage 22

Iain Kinghorn  
Trevor Harber  
Darren Grainger  
Nigel Liddell  
Robert Appleton  
Adam Cottrell  
Mark Inman

#### PT Awning

Christr Buckley (PT)  
Andrew Whitton (PT)  
Kim Rayment (PT)  
Mark Gibson (PT)  
Harry Senior (PT)  
Gareth Cordey (PT)  
Michael Downing (PT)  
Peter Greaves (PT)

#### Garage 23

Ian Fortescue  
Alastair Currey  
Kevin Barrett  
Neil Sturgess  
Chris Savage  
Nigel Smith  
Matthew Willoughby  
Alistair Melton

#### Garage 24

Jamie Ellwood (PT)  
Mark Carter (PT)  
Peter Tattersall (PT)  
Mark Tredwin  
Simon White  
Andrew Cooper  
Darren Houldcroft  
Craig Atkins

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## **Staying informed before and at the race meeting**

### **BARC's Virtual Noticeboard**

Much of the information about the at race meetings is now available online via BARC's Virtual Noticeboard, providing all the pre-event information and updates throughout the meeting, including official bulletins, notices, judicial decisions, timing by TSL etc. The information can be accessed through this link:-

<https://www.barc.net/event/barc-race-meeting-silverstone/>

### **CGRC WhatsApp Group**

We have introduced a bulletin WhatsApp group to provide updates throughout the season, including race day information. It is for drivers and race/support teams.

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

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

<https://chat.whatsapp.com/EfxY6RGtjC40StJ0caSTEs>

## **CGRC Contact before the Race Weekend**

If you have any queries about the arrangements for Silverstone International, please contact our Competitions Director, John Benfield on 07770 995395 or [competitions@cgrc.uk](mailto:competitions@cgrc.uk)

## **CGRC Contact on Race Days**

The race day coordination and the link between the Club and BARC is shared this weekend as follows:-

Saturday – Roger Ford on 07785 728512

Sunday – John Benfield on 07770 995395

## **CGRC Directors at the Silverstone International**

Peter Marsh (Sigmax No.8) is racing, Roger Ford is dealing with coordination on Saturday, and John Benfield has the tough gig, dealing with coordination on Sunday. Whilst present, Andrew Outterside will be in race control clerking some of the other races. The CGRC race clerk is Peter Roberts, Senior Clerk of the meeting. Our Interim Club Chairman, Marc Noaro, is racing (Sigma 135 No.68).

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## Hiring a Timing Transponder

If you need to hire a transponder, TSL has introduced new methods to ensure the safety of competitors and their timekeepers during these unprecedented times.

To reduce the paperwork and contact points for hiring transponders, TSL is asking all competitors to order and pay for the hire transponder through their web store for collection at the event. The cost to hire for a meeting is £30 inclusive of VAT. Follow this link to place your order -

<https://www.tsl-timing.com/Store#!/Single-Event-Transponder-Hire/p/211269578/category=0>

## The Driving Standards Team at Silverstone International

If you wish to discuss anything DST related or just fancy a chat and a beer (after the racing of course!), there are four DST members at Silverstone (not that we expect trouble, it's just the way it is!). The "DST Four" include, Andy Molsom, Glenn Burtenshaw, Marc Noaro and Steve McMaster. Yes, it's the very same Steve McMaster (third place last year in Sigmax and 2016 Classic Champion) that is currently taking Caterham SIM racing by storm! –

See - <https://www.youtube.com/c/caterhamracercom>

Silverstone International is a very high-speed circuit, with lots of slipstreaming opportunities on a wide track. A few notes of caution:-

Abbey – first corner first lap - please take it easy, cars further back arrive quickly, and there can be a large concertina effect. Do not expect to take the corner flat out on the first lap!

Hangar Straight – when slipstreaming please be respectful, five cars can get side by side; however, you will struggle with more than two cars side by side through Stowe (and you will need to trust the driver beside you!). Remember it's a very fast corner.

Vale into Club - please be aware under heavy braking for the first part of Club, two (or three) into one doesn't go, and if you are too late with your braking, you will probably end your race in the gravel trap.

## DST Report back – Snetterton 200 and Oulton Park International

Snetterton - the investigation of Race 8 (Sigmax and Sigma 135) determined that both first lap incidents (Riches and Montreal) started with a driver losing control in the very greasy and low visibility conditions caused by the rain/spray. This caused the resulting contact and off-track excursions by numerous cars.

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Learning points are:-

- Greater respect required for the conditions
- Drivers not leaving enough of a margin to escape contact if an incident happened in front
- The concertina effect of a large grid inevitable into the first couple of corners.

In response to the incident at Snetterton, a delayed start is now being used where the Sigmax class races with the Sigma 135 class, or a combined grid of Sigmax/Sigma 150 classes race with the Sigma 135 class.

#### Oulton Park International

The DST conducted three investigations after Oulton Park. A driver initiated one; the others were initiated by the DST, following concerns about several incidents.

The result of the investigations were two informal discussions with the drivers concerned and one yellow card imposed for dangerous driving under CGRC Regulations.

#### Generally – Social Media Conduct / Paddock Behaviour

Whilst not strictly a DST matter, we take the opportunity to mention the Club social media rules in our Regulations following a number of postings after Oulton.

#### **"2.14 MEDIA CONDUCT**

***Members are reminded that they should not make comments on social media or in any other media, which may in any way be deemed to be derogatory, defamatory or libellous, in relation to the CGRC or any Club member. If the conduct of a member is judged by the Executive Committee of the CGRC to be prejudicial to the interests of the CGRC or any member of the CGRC, the racing membership of the member concerned may be suspended or alternatively the member may be excluded from the CGRC."***

Parc Ferme / Paddock behaviour – a reminder to all members about conduct in the paddock and parc ferme. If you have had an incident on track, Parc Ferme isn't the best place to "discuss" with the driver concerned.

We recommend you take time to calm down and if you have an issue with another driver, you have the option of reporting the driver to the Clerk (either informally or protesting formally) if you feel that it affected your race result, and/or discussing with a DST member present at the meeting. Needless to say, the Club and BARC will take a hard stance on any behaviour that is considered aggressive or threatening.

#### Yellow Flags – a reminder

To clarify what you should do if you are passed, or you pass accidentally under yellow flags:- it's best to give the place back in a conspicuous manner, at the earliest opportunity (when safe to do so).

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The passing car should acknowledge by hand signal that he/she was in error and ensure the place is given back (when safe to do so). The car that was passed should only take that place back if it is safe to do so, even if you are indicated to do so, it is your responsibility to ensure the move is safe.

If the passing occurs under the Safety Car conditions, it is best to give the place back during the slower-paced Safety Car period, rather than wait until after the green flag on the start line and we are racing again. If the position is given back before completion of the lap, and in a manner that is obvious to the marshals, it will not be registered on the timekeepers' lap chart, and the marshals are likely to report it to race control, not as an overtake, but a possible "give back".

Whilst on the subject of the Safety Car, a reminder – on a re-start, you must not pass until you have passed the green flag at the finish line.

#### Practice Starts – a reminder

We don't do them. Some drivers are still practising starts and/or aggressively tyre warming, as they approached the grid at the end of the green flag lap. This is not permitted at any point in time on the green flag lap – see Q12.14 of the Blue Book. It presents a danger to marshals and other drivers. If this continues, drivers can expect to be penalised by the Clerk.

We hope you all have a safe weekend.

## Qualifying and Racing Splits

Silverstone International is licenced for 44 cars to race and 52 to qualify.

We have more entries than the grid race capacity. As previously advised this will result in the originally planned three races being shared amongst the entries so that each class has two races, except for the Classic class, that has the opportunity to race in all three (given it is their last meeting).

The track time will be used as follows:-

**Qualifying** - there is a single qualifying session of **20 minutes** on Saturday

**Racing** - all races will be on Sunday and will be **25 minutes**. In accordance with the current timetable, will be arranged as follows:-

- Race 9 – Sigma 150, Sigma 135 and Classic (27 cars)
- Race 14 – Sigmax, Sigma 135 and Classic (42 cars)
- Race 18 – Sigmax, Sigma 150 and Classic (29 cars)

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## **Grid Composition and Delayed Starts**

There are three races in total, with Sigmax, Sigma 150 and Sigma 135 classes having two races and the Classic class having three races. We have requested that the grids are made up and are started as follows:-

### **Race 9 – Sigma 150, Sigma 135 and Classic**

The grid will be split into **three sections** as follows:-

1. Sigma 150 class set by reference to their best time in qualifying.
2. Sigma 135 class set by reference to their best time in qualifying.
3. Classic class set by reference to their best time in qualifying.

There will be a one-row gap between each of the three classes.

All classes will start on the lights.

### **Race 14 – Sigmax, Sigma 135 and Classic**

The grid will be split into **three sections** as follows:-

1. Sigmax class set by reference to their best time in qualifying.
2. Sigma 135 class set by reference to their second best time in qualifying.
3. Classic class set by reference to their second best time in qualifying.

There will be no gap between the classes (there is no capacity on the grid for this).

The Sigmax class will start on the lights. **The Sigma 135 and Classic classes will have a delayed start and start on the fall of the national flag, some 10 seconds after the start of the Sigmax class.**

### **Race 18 – Sigmax, Sigma 150 and Classic**

The grid will be split into **two sections** as follows:-

1. A combination of the Sigmax and Sigma 150 classes set by reference to their second best time in qualifying.
2. Classic class set by reference to their third best time in qualifying.

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There will be a one-row gap between the front section comprising the Sigmax and Sigma 150 classes and the rear section comprising the Classic class.

All classes will start on the lights.

## **Starting Procedure**

The green flag lap will commence from the assembly area - **we will not assemble on the grid before the start of the green flag lap.**

The procedure will be as follows:-

1. The countdown and start of the green flag lap will be from the assembly area
2. You will leave the assembly area and complete a lap of the circuit
3. You will then form up on the grid
4. When the grid is formed, to the satisfaction of the starter, you will be shown the 5-second board.
5. The board will then be withdrawn, and the red lights will be displayed on the gantry by the start line.
6. When the lights go out, you go racing, **EXCEPT where there are delayed starts as mentioned above – the section of the grid subject to the delay will start on the fall of the national flag.**

As we will not assemble on the grid before the start of the green flag lap, **it is essential that you understand your position on the grid, both what side of the grid you are on and the location of your grid slot.**

**Please make every effort to understand your grid position, in particular, whether you are on the pit wall or other side of the grid.**

Once the grid positions are published - see the event page on TSL timing - <https://www.tsl-timing.com/> please take time to check from the pit wall, where your grid positions are for each race. Make a mental note of a suitable marker, for example, a number on the grid, a mark on the track or pit wall, an advertising hoarding etc. Please note the cars that are around you, in particular, who is beside you and on the row immediately ahead. All this will allow you to position your car both on **the correct side of the grid** and on **the correct row**.

**You must avoid approaching the grid at the end of the green flag lap in the centre of the track waiting to be told your position – this delays formation of the grid.**

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Please note that MSUK regulations provide for a 10-second penalty to be applied if a car is deemed to be out of position at the start.

## **Tyre Supply and Barcoding**

Polleysport is the CGRC's sole nominated supplier of our control Yokohama tyres and will be present at Silverstone.

**If you require tyres, please pre-order – contact Steve Polley on 01354 688111**

All new A048 tyres supplied by Polleysport will come fitted with bar codes. The Classic class has an exemption from barcoding.

PLEASE NOTE – the Yokohama A048 tyre will continue to be the nominated tyre until the end of 2021. We are then likely to move to Yokohama's new A052 tyre, which we understand to be similar to the A048, but road legal. The Club will be evaluating the A052 and the available compounds early next season.

## **Parts / Spares Supply**

We want all members to have the opportunity to keep their cars running throughout a race meeting, and with this in mind, the Club has teamed up with CTS Motorsport (CTS) and PT Motorsport (PT) to make available a full range of parts and spares **for all CGRC members.**

CTS and PT will have a supply of fibreglass wings and nose cones available for purchase. They will also have engines, gearboxes and differentials available, individually priced for outright sale, exchange, or hire.

Also in attendance will be Caterham parts specialist Redline Components, who will be carrying a comprehensive selection of parts for Sigma 135 and 150 class cars (2014 onwards), and Sigmax class cars with a Ford engine (2008 – 2013). There will also be some parts for Sigmax (Rover engine) and Classic class cars. Parts will usually be supplied by Redline at a small margin (10%) to normal Caterham retail prices.

If you have a specific requirement for parts/spares before a race meeting please pre-ordered so you can be assured of being supplied.

Chris Mintoft of Redline Components will be at Oulton on the test day and race day and can be contacted as follows:-

Call 01883 346515 (diverts to mobile) or email [sales@redlinecomponents.co.uk](mailto:sales@redlinecomponents.co.uk)

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## Decal Supplies

The stock of Club and sponsors decals, along with number squares and race numbers, are transported to our race meetings by CTS Motorsport.

From now on, Chris Mintoft of Redline Components will hold the stock at test and race days. Should Chris not be available, the stock will be held by CTS Motorsport.

We now have a stock of Mission Motorsport decals. These should be positioned directly above the number squares. We also have the CGRC Carbon Neutral decals. They should be positioned in the white space, shown on the decal guide, in front of the number squares on each side.

See the decal guide here:-

[https://www.cgrc.uk/docs/202037\\_CGRC%20Decal%20Guide%202020.pdf](https://www.cgrc.uk/docs/202037_CGRC%20Decal%20Guide%202020.pdf)

Should you need replacement driver names, please contact our supplier direct – Chris O'Brien at Banner and Graphics UK. The cost is £10.00 a pair, including postage. The contact details here:-

[https://www.cgrc.uk/docs/2020812\\_CGRC%20Replacement%20Driver%20Names%2024.07.2020.pdf](https://www.cgrc.uk/docs/2020812_CGRC%20Replacement%20Driver%20Names%2024.07.2020.pdf)

## Safety

The paddock is one of the more dangerous places at a race circuit.

**Children must be supervised at all times, and drivers should keep their speed to an absolute minimum when driving in the paddock.** Also, please note, although very tempting, **no one should ride on the back of race cars.**

## Oulton Photography

Snappyracers photographs can be found and purchased here:-

<http://www.snappyracers.com/galleries/caterham-graduates-oultion-park/>

Hazel Ford's photographs can be found here:-

<https://hazelford.smugmug.com/Motorsport/Caterham-Graduates-2020/Oulton-Sep20/>

## **F I R S T for Caterham Club Racing**

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Hazel has taken photographs for the Club since 2014, while accompanying her partner, Chris Buckley (Sigma 150 No.22), to race meetings. If you would like copies of any of the photos, then please get in touch with Hazel - [hazelsphotos@outlook.com](mailto:hazelsphotos@outlook.com)

Hazel doesn't charge CGRC members, guest drivers and families, but does have a JustGiving link on her website if you'd like to donate something to Blood Cancer UK.

## Photography at Silverstone International

Jon Bryant of [www.SnappyRacers.com](http://www.SnappyRacers.com) is at Brands Hatch, so we will have "fake Jon" behind the lens.

The Club has negotiated a significantly discounted price for members which we hope you will take advantage of.



Images are available at £50 per weekend. This gives you approximately 30 high quality, non-watermarked images, that will be available to download the week after the race weekend. If you would like to arrange photography or wish to discuss options, please contact Jon on 07720 441456 or [jon@snappyracers.com](mailto:jon@snappyracers.com).

Hazel Ford will also be taking photographs at Silverstone International.

## Mixed Grid Racing and Qualifying – a few reminders

In mixed grid racing, **it is very important to bear in mind that difference in performance between the four classes.**

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Power ranges from 100bhp for the **Classic class (Green class flash and the only cars running windscreen)**, 135bhp in the **Sigma 135 class (Blue class flash)**, 145bhp in **Sigmax (Red class flash)** through to 150bhp in the **Sigma 150 class (Yellow class flash)**.

There is also a significant difference in the tyre and braking performance with the Classic class cars, which run on 1A List road tyres. So, please do not overtake a Classic (or another slower car for that matter), just before or in the braking zone and cut in front and brake hard, you may find them in the back of you!

Please remember it is the car that is overtaking that must make the pass, and if you are the slower car you are entitled to hold your line, and that is often the best thing to do.

We sometimes have issues in qualifying; please do not block a faster car (in any class). If you notice a faster car or cars approaching think about moving out of the way (if safe to do so). Please note that while you might see one quicker car in your mirrors, there could be one of more following close behind and if you let the lead car through the other(s) may assume they can come through.

The other significant difference relates to the breadth of experience on the grid, ranging from CGRC and Caterham Motorsport Championship winners and racers with many years very experienced (10+ years) from CGRC / Caterham Motorsport, through to novices joining us this season.

Let's help our new members and show them respect and demonstrate the way to have fun racing a car we all love, safely and competitively.

We should appreciate that racing is a learning experience, which should be enjoyed at a pace that works for you. Our novices and less experienced members have an excellent opportunity to learn from the more experienced members. Use it and enjoy the experience and don't expect to be "on it" from the start.

Summary points:-

1. Qualifying isn't a race for position. There is no point holding up a faster driver (even if they are in a slower car). They have caught you for a reason; they are quicker on that lap than you. Let them go, get a tow, follow and learn from them.
2. Do not make any sudden unexpected move to get out of the way as the overtaking car may have already committed to passing you.
3. Generally, stay on line, and let the car overtaking go off line.
4. Do not try to make a pass easy by lifting off when a car is slipstreaming very closely behind you – they will probably run into you! If you ease off very gently when they are passing, it will help them get past cleanly; then you can get into their tow.
5. If you can, give a clear hand signal pointing to the side you wish an overtaking car to pass.

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6. When lapping occurs, the car being lapped should cooperate if at all possible - indicate to the faster car which side to pass, if safe to, slow (a little) to allow an easy pass, and be aware of a possible car or cars behind that may attempt to follow through.

## **A few items of CGRC News**

All Club members should have received a direct email with a note about Barry White standing down as Club Chairman. If you have not, it is reproduced below:-

### **IMPORTANT CGRC ANNOUNCEMENT**

After over three years as Director and Chairman of Caterham Graduates Racing Club, we write to advise you that Barry has decided to step down as a Director and Club Chairman. Increasing work commitments and a need for work/life balance means that Barry can no longer commit the necessary time to the role, although he still very much hopes to be racing with us next season in his Sigma 150.

The Club Board has particularly appreciated the leadership and guidance Barry has provided as we position the Club for a prosperous future. We are sure you will join the Club Directors in expressing thanks to Barry for all that he has achieved in his time as Club Chairman.

"I have thoroughly enjoyed my time as Chairman of our fantastic Club, and I wish to thank my fellow Directors and everyone else who has helped me along the way. I will still see you all in the paddock next year as I have no intention of giving up racing."

As an interim measure, until the Club AGM (which we plan to hold virtually in early to mid-December), the Club Directors have asked Marc Noaro to be Interim Club Chairman, which he has accepted.

Marc joined the Club in 2014, initially racing in the Classic class (where he took third place in the Championship in 2018), then moved on to a Mega, and this season he has raced a Sigma 135 (Race No.68). Outside racing Marc's day job is Chief Customer Officer at Eurostar.

#### **Club Directors**

John Benfield  
Roger Ford  
Peter Marsh  
Andrew Outterside

#### **Interim Club Chairman**

Marc Noaro

06 October 2020

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It's been a busy week, as we also sent out a note about the Club's plans for 2021 and link to a short survey to gauge your view on various suggests for next year, including the circuits you would like to race.

At the time of writing, we have received responses from 54 of our 104 members. If you have not completed the survey yet (it should only take you five minutes), please do so by this coming Monday 12 October – it's your Club we want to know your views. If you have not received an email with the link to the survey, please contact John Benfield at [competitions@cgrc.uk](mailto:competitions@cgrc.uk)

The link to the document **Our Plans for 2021** is here:-

[https://www.cgrc.uk/docs/2020105\\_CGRC%20News%20-%20Our%20Plans%20for%202021.pdf](https://www.cgrc.uk/docs/2020105_CGRC%20News%20-%20Our%20Plans%20for%202021.pdf)

Here's to a great weekend of racing, and don't forget to tell family and friends all our races on Sunday are live streamed.

#### CGRC Executive Directors

Peter Marsh - [treasurer@cgrc.uk](mailto:treasurer@cgrc.uk)

John Benfield - [competitions@cgrc.uk](mailto:competitions@cgrc.uk)

Andrew Outterside - [commercial@cgrc.uk](mailto:commercial@cgrc.uk) or [membership@cgrc.uk](mailto:membership@cgrc.uk)

#### Interim Club Chairman

Marc Noaro

07 October 2020

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