



CGRC News

Our Provisional Calendar and Membership for 2021

1. PROVISIONAL CALENDAR

We are delighted to present to you our provisional calendar, comprising your top six circuits from the recent members' survey, along with the addition of Croft.

17 April	Oulton Park
08/09 May	Snetterton 300
29 May	Silverstone Grand Prix
10/11 July	Thruxton
07/08 August	Croft
21/22 August	Donington Park
25/26 September	Anglesey

A notable omission is our usual overseas meeting. As many of you will know, we had hoped to include Zandvoort GP (cancelled this year); however, the continuing uncertainty associated COVID19 has meant that it was not possible to secure commitments from enough championships/series, to allow the planned meeting to go ahead.

Whilst we are disappointed not to deliver an overseas meeting in 2021, it is probably prudent, in all the circumstances, to adopt a cautious approach.

Please note the timetable is **Provisional**. Any changes are likely to occur before the end of the year, so please bear this in mind when making arrangements or commitments for 2021.

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Given the preference expressed in the members' survey, we will have our usual pre-season track day with the opportunity for drivers to "get their eye in", take family and friends out, or perhaps let them have a go! We hope this will be at one of the circuits where we are racing during the year. We will let you know as soon as we have been able to fix a date.

2. CGRC CHAMPIONSHIP AND TROPHY

The CGRC Championship will comprise a total of 14 races at seven meetings.

The CGRC Trophy will be contested over six races, with meetings at:-

- Oulton Park
- Silverstone Grand Prix
- Donington Park

The venues for the CGRC Trophy comprise three of your top four selections from the members' survey.

3. MEETING FORMATS

Again, in response to the members' survey, and the anticipated growth in membership and participation we will be providing:-

- Multiple Grids - two grids at six of the meetings and three grids at Oulton Park. Where we have two grids, we anticipate that the Sigma 135 class will have its own grid, and the Sigmax and Sigma 150 classes will share a grid.
- Single and Two-Day Meetings – two one-day meetings (Oulton and Silverstone Grand Prix) with the remaining five being two-day meetings.
- Free Practice – We are making a change to the free practice session for 2021. There will be just a single session at each meeting, we will make use of the grid limit + 20% to allow the maximum number of cars on the circuit. Priority will be given to members who have not tested at the circuit in advance of the meeting. A small additional fee will be payable.

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4. MEMBERSHIP UPDATE

We are offering three types of membership, allowing you to race as much or as little as you wish.

Existing 2020 racing members have priority entry and a discount (for Full and Trophy Membership) up to 15 November as follows:-

- Full Racing Member:- £295 until 15 November
- Trophy Racing Member:- £195 until 15 November
- Flex Racing Member:- £50

Following opening up on 26 October, 39 Racing Members have already signed up. The breakdown is:-

34 - Full Racing Members
4 - Trophy Racing Members
1 – Flex Racing Member

Please join before 16 November to ensure you secure the type of membership you want for 2021. We expect significant demand, particularly in the Sigma 135 and 150 classes.

To manage grid space and ensure everyone has an opportunity to race during the season, we will close racing classes and types of membership (as we did in 2020) once they reach capacity.

So, please don't delay, join up as soon as you can, we wouldn't want you to miss out!

5. HOW TO JOIN FOR 2021

If you have received an email titled "Club Subscription Renewal Offer", then click on the [My Subscriptions](#) link toward the bottom. You will also have received a second email asking you to reset your password. Please note that your username and password is different from the old website.

If you have not received the "Renewal Offer" email, then you will need to register. Open up our new website, for the moment this has a temporary web address (<https://www.myclubhouse.co.uk/CGRC/>). Click Sign In (top right) and then Register Here. This will take you through the registration process.

Once you are registered, you can then renew your club subscription. Use the Subscriptions - > My Subscriptions menu items

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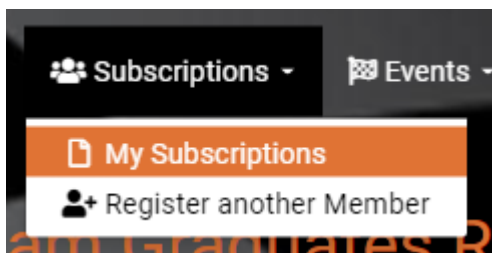
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This will show something similar to

Future Subscriptions

Inactive	Full Membership	Offered to applicant
John Benfield	01/01/2022 to 31/12/2022	Subscription: £395.00
Ref		
Accept Offer	Pay Now	Reject Offer
	View	Action
		Email

You should use the Accept Offer button; this will take you to your Shopping Basket. This will show the FULL PRICE of the subscription, however, under the Discounts part you should be able to add a discount.

Should you do this by 15 November you will be offered two discount codes, you can only choose one - so select the one that gives you the biggest discount for your type of membership (**FULL 100 for full membership or TROPHY 75 for Trophy membership**).

From 16 November you will be offered the FULL 50 and TROPHY 35 codes.

Discounts

Discount! You have qualified for discount RENEW_FULL_100 (Full member discount) saving you £100.00.
Apply!

Discount! You have qualified for discount RENEW_FULL_50 (Full member discount) saving you £50.00.
Apply!

After you have paid for your membership, you will receive an email confirming this.

6. **NEW SIGMA FIA FUEL CELL**

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You may be aware that Caterham Motorsport recently suffered a rare, but significant, fuel tank fire in a Roadsport race at Donington. This was a result of contact between two cars on the exit of Old Hairpin. The driver suffered from minor burns.

Caterham's experience, and our own, is that the standard fuel tank has shown that it is reassuringly sturdy. It is perhaps for this reason that whilst once an option, an FIA fuel cell 'bag tank' was rarely fitted to a car in which it was not mandated. Caterham says they have not wished to impose an expensive piece of equipment seemingly unnecessarily. Also, there is the added challenge of a fuel cell being an IVA failure on Academy cars.

Understandably, the recent incident has prompted a demand from Caterham Motorsport's drivers to make an FIA fuel cell available for Sigma cars, as well as the Seven 420R race car.

The bag is expensive and is likely to have an exceptionally long lead time, due to its design and the way it is made. It is probably the only Caterham part that is actively affected by demand from F1 teams!

By coincidence, before lockdown, Caterham had been working with ATL to produce a new type of moulded FIA specification tank that would be more cost-effective and readily available, and be suitable for all race cars, not just the Seven 420R. Caterham has given the go-ahead for tooling manufacture in the past few days so that the first tanks will be available in about 16 weeks.

To comply with FIA regulations, all fuel cells are certified for five years from the point of manufacture. After this, life can be extended by a further two years by returning the cell to ATL for re-certification. After seven years (total), the fuel cell is no longer FIA approved.

Unlike the bag tank, the moulded fuel cell will be a relatively straightforward retrofit, utilising the existing fuel pump (which will be supported/protected internally) further reducing the cost and simplifying the system whilst retaining a fuel gauge.

The retail price of the fuel cell kit is expected to be in the region of £1,995 inc VAT, which is 25-35% less than the existing 'bag tank' if made available for the Sigma cars. As the product is still in development, the retail price may change to reflect the final costings. However, this should not affect the special pricing referred to below.

Caterham has subsidised the price to its own 2020 full-season registered competitors by £500 (£1,495 inc VAT) in recognition of their support this year, and they are offering a discounted price of £1,795 inc VAT to all CGRC members, for orders placed before 30 November.

To ensure delivery of the fuel cell kit before the start of the '21 season (lead time ~16 wks), a £500 deposit is required at the point of order.

Orders should be placed directly with Darren Phillips at Caterham - 01322 625801 or

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Darren.phillips@caterham.com

The new fuel cell will not be mandated by CGRC but will be offered as an alternative to the standard fuel tank. Our 2021 Regulations will provide for this.

7. CHAMPIONSHIP REGULATIONS FOR 2021

No significant variations are proposed to the 2021 Regulations; however, the CGRC Board along with the Driving Standards Team are keen to see the following mandated:-

- The required judicial camera will need to be a hard-wired –to avoid the common issue of battery failure.
- Full FIA compliant balaclava, underwear and socks are required whilst at race meetings.

The following option will be permitted:-

- The new Caterham Sigma Fuel Cell (see above), as an alternative to the standard fuel tank.

We welcome any suggestions from members, prospective members, and race teams for amendments or additions to the Regulations. Please send to competitions@cgrc.uk before 16 November.

Our 2020 Regulations can be found here:-

https://www.cgrc.uk/docs/202033_2020%20CGRC%20Regulations.pdf

8. DRIVERS' SURVEY – SUMMARY RESULTS

Thank you to everyone who took the time to fill in our "Planning for 2021" survey. We had just under 80 responses and over 80% of you have already decided that you will be racing with us in 2021 - which is fantastic news!

A summary of the survey results can be found [here](#), for those of you who would like to look through. For those of you who are time-poor, the highlights are listed below:

- Demand is split roughly evenly across all three classes. Sigmax and Sigma 135 are even on 35% each, with demand for Sigma 150 being slightly lower.
- In line with expectations, membership is roughly 60% Championship with 40% wanting something more flexible (Trophy / Flex).

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- Donington is your clear favourite amongst our circuit selection with 92% of you voting for it, whilst at the other end of the scale, Pembrey only managed 18%.
- Donington, Oulton, Silverstone and Snetterton (in that order) are the most popular, all 80% plus, Anglesey, Thruxton and Combe are mid-field with Knockhill and Pembrey bringing up the rear.
- The top four preferences for Trophy are equally clear; Donington, Silverstone, Snetterton and Oulton.
- Knockhill, again as expected, is a long way and expensive for many. However, 40% have it on their bucket list.
- The majority wanted a pre-season track day, although there is a demand for an Endurance event at some point.
- Similarly, for Shelsley Walsh (correctly spelt this time!) there is good interest.
- Half of you like the idea of a traditional Black-Tie Awards evening, with half being open to something a bit different and/or more relaxed.
- As was commented on and requested in the survey, we are currently assessing the viability of re-introducing our new more spacious club awning and furniture, and all the hospitality options available to us.

We are seeing a general 60:40 trend on most things, the 60% wanting consistency with the 40% looking for flexibility, new ideas and experiences.

We will never be able to keep everybody happy, but lots of great ideas have been put forward which have all been added in for consideration - watch this space!

9. SILVERSTONE DST INVESTIGATION UPDATE

Following Silverstone, we are delighted to announce that Matthew Willoughby has joined the Driving Standards Team to replace Marc Noaro (who has taken the position of Interim Club Chairman). Matthew has some great experience, being the 2018 Classic Champion and Sigmax race winner.

We wish to thank Marc for his significant contribution to the DST over the past three years. He has helped move the emphasis of DST away from complaints onto investigation requests, easier access to discuss incidents informally with team members, improving the visibility of DST, education and greater safety.

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So far, the DST has completed half of the investigations into the Silverstone races and are working through the rest. So, if you received a judicial penalty, please note the DST will be asking for your video, so please upload it to a suitable hosting service so you can send DST the link.

Summary of Actions:-

1. Investigation Request:- Received from Driver
 Subject:- In Sigmax, a late lunge down the inside that resulted in contact and two cars to DNF.
 DST Sanction:- written warning
2. DST Instigated Investigations
 Subject:- passing under yellows, incidents by numerous cars into Vale in Race 2
 DST Sanctions:- three written warnings and one yellow card.

Observations:-

- Speaking to the drivers concerned, it is evident that everybody recognises that marshal safety is incredibly important.
- None of the drivers involved raised a hand to acknowledge the yellow flags or warn other drivers that they might be slowing. Recommendation:- *Despite no official rules, we recommend that if a driver comes across a yellow flag, red flag or SC board, then it is best practice to wave (just raising your hand can be misinterpreted as a mechanical problem) your hand to signal to following drivers. This can help awareness of any incident to drivers who may be temporarily unsighted behind.*
- The overtaking under the yellow flags wasn't investigated by the Clerk, partly due to the sheer amount of work that would involve. One of the drivers acknowledged that all the drivers perhaps should have been disqualified from the race. We believe this incident affected the result of the race.
- If in future, you feel that you have been disadvantaged in any way during a race, we encourage you to take this up with the Clerk immediately following the race. Provide your video evidence of the incident, ready to be shown on your laptop. Whilst the Clerk may consider the matter informally, you may be required to lodge a formal protest. Please note this is normally required to be made within 30 minutes of the publication of the race result.
- We feel that any overtaking under yellow flags, due to lack of awareness, should be given a minimum written warning in future.
- We also felt that one judicial penalty was a little harsh, but this was due to a number of reasons on the day, in particular the fact that the Clerk could not view the driver's

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memory card on his computer. Our advice, if you are called to see the Clerk, is take your laptop so that you can ensure that it can be viewed, it could be an important part of your defence.

- We are pleased to note that all drivers involved so far have taken our guidance as a learning experience.

10. **"PETROL PED" AT SILVERSTONE**

Peter Greaves, aka Petrol Ped, enjoyed his racing experience with us and has recently published his video on YouTube (5,200 views and counting) - it can be accessed here:-

https://www.youtube.com/watch?v=bE0HUzX_Uv8

The Club very much appreciated the assistance of PT Motorsport for supplying the car and for looking after "Ped" for the test and race days.

11. **NEW WEBSITE AND PLANNED TRANSITION**

At present, we have two websites. Our long-standing one (www.cgrc.uk), and the new one that we are transitioning over to (<https://www.myclubhouse.co.uk/CGRC>).

The plan is that by the end of November, we will fully transition over to the new site, which will then be accessed via the www.cgrc.uk address.

At present we have just created and published some basic features such as the member registrations, basic pages about the Club, lap records and contact details. As time progresses, Championship tables and race results will be added, along with various historical data. There will also be forms covering tyre barcodes and engine seal numbers that will be used by our eligibility scrutineer. New functionality includes forums and the ability to 'watch' a page (you get an email when an update is made).

Following the release of the race calendar, you will be invited to estimate your likelihood of attending the various meetings (and you should keep this updated through the year). This is important as it greatly assists the Club in planning each event. This information will be viewable by members so you will be able to see who is planning to be at which event (this will ensure you can plan your dominance in the Championship, or at least get more points than your closest rivals!).

We would welcome any feedback on the new site and more importantly, what you would like to see. We are not website developers, so this is never going to rival Facebook, but providing features that are genuinely useful to you, the members, will help everyone. As

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part of the planned updates, there will be a How-To guide on some of the more common things you might want to do on the site.

Where possible, we have migrated as much of your data onto the new site, however, please check that the details are correct. When you have successfully registered, log in and select the My Forms menu item (Click on your name (Top right) and then My Forms). At present, you should see Membership Registration, Emergency Contact, Car Details and Driver Declaration - please check each one.

Finally, we would like to offer the Club's appreciation and thanks to Jamie Ellwood, who developed, hosted and administered our existing website for many years.

12. SPONSORSHIP OPPORTUNITIES 2021

We are pleased to confirm that Yokohama has confirmed their sponsorship for 2021.

There are numerous opportunities available for sponsors, ranging from Championship naming through to class or individual race sponsorship, with the option for guest hospitality at any of our meetings.

For further information, and to discuss the available options, please contact Andrew Outterside – commercial@cgrc.uk

Interim CGRC Chairman
Marc Noaro

Club Directors
John Benfield
Roger Ford
Peter Marsh
Andrew Outterside

5 November 2020

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