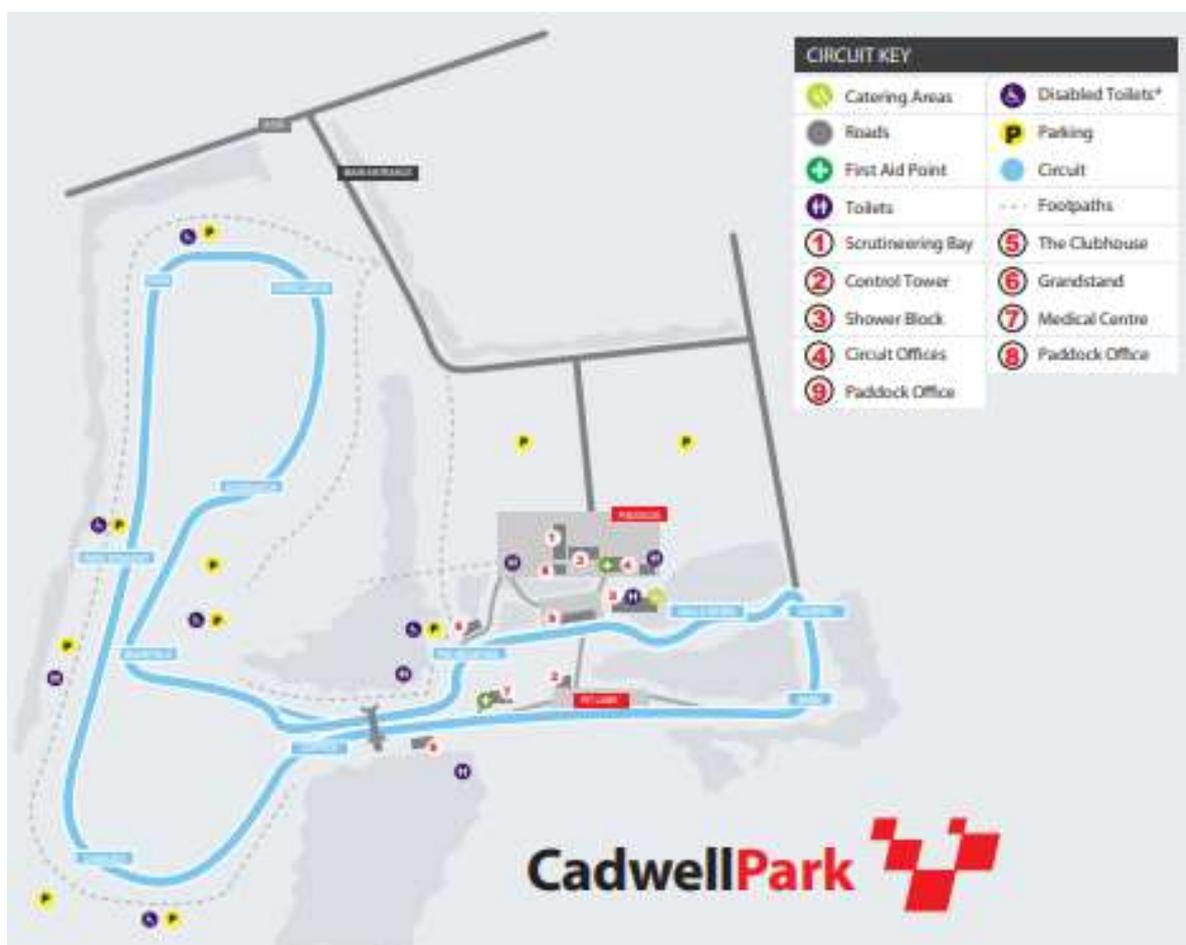




Caterham Graduates Racing Club Cadwell Park Briefing Note – 2 August 2020

So, on to our third meeting in five weeks! Cadwell Park – it's little wonder why the track is often referred to as the 'mini Nürburgring' – its tight, twisting corners, changes of level and limited amounts of run off present a real challenge.



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Lap Records

The current class records are:-

Classic	1:46.130 - Matthew Willoughby (April 2018)
Sigma 135	1:45.631 - Adam Harrison (October 2019)
Sigma 150	1:38.802 - Barry White (October 2019)
Sigmax	1:36.655 - Jez Webb (May 2015)

New COVID-19 Procedures

To allow us back racing, new procedures have been put in place that follows the published MSUK guidance here – <https://www.motorsportuk.org/restart/>

We are racing with BRSCC at Cadwell Park as guests of Caterham Motorsport.

Please note it is your responsibility to understand and comply with the general requirements of BRSCC and any additional specific measures that apply to a meeting in the Final Instructions. You must take time to understand the changes to how you go racing, as many aspects have changed.

So, please do not assume what applied at Croft and Mallory will apply at Cadwell. For your safety and enjoyment, please ensure you understand what you need to do to race and keep you and your fellow competitors safe.

This is not a Championship year, and we have many new members, including novice racers and mixed grids. It's important that we all enjoy ourselves, respect our fellow competitors and stay safe.

Please note that random checks may be undertaken at the scrutineer's discretion relating to both safety and eligibility.

Entries and New Members

We have 28 entries made up as follows:-

Sigmax	9
Sigma 150	9
Sigma 135	6
Classic	4

It's great to see Craig Atkins back (Sigma 135 No.81) after his unfortunate incident in the last race at Croft and to welcome Andy Ebdon (Sigma 150 No.54) and Paul Wells (Sigma 150 No.56) for their first race meeting with us this year. Former member Simon Griffiths (Sigmax No.16) joins us, along with Ben Buckley (Sigma 135 No.142), following a season in Caterham Roadsport. Seasoned Caterham racer David Yates (Sigma 150 No.115) joins us for a busy weekend as he is also racing in the 310R Class! In return, Harry Senior (Sigmax No.28) is also racing a 310R!

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Welcome our new members, and we very much hope you will have an enjoyable race meeting with CGRC.

BRSCC's Event Page

It can be found here - <https://brscc.co.uk/events/cadwell-park-aug-1-2/>

This page will be your main point of information throughout the race day and contains important documents such as:

- The Event Timetable
- The Live Timing Link (where results and grids will be posted)
- Final Instructions (including Paddock plan)
- Entry List
- Supplementary Regulations
- Protests and Appeal Form
- Race Administration phone number
- BRSCC Covid-19 Guidelines

The main addition to the event page is the online Event Noticeboard. Throughout the race day, important documents from race control will be issued on the Event Noticeboard; please ensure you regularly check for updates.

Staying in Touch at Mallory - 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. To access the CGRC WhatsApp group, you will need to download WhatsApp and follow this link:

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

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

Paddock Parking

Our allocated parking is shown on the paddock plan in the Final Instructions.

The DST at Cadwell Park

The CGRC Driving Standards Team (DST) is an integral part of CGRC. It has operated for many years, and its role is vital to ensure we maintain high driving standards and keep our drivers safe. The team comprises current and former experienced CGRC members who are on hand to discuss driving standards and carry out any requests for investigations made by any Club member.

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The DST at Mallory is represented by Andy Molsom (Sigmax No.20). Andy will be pleased to give an informal opinion should you wish to discuss any driving standards issues, just don't try to speak to him while he is getting ready to go out on track.

Set out below is some DST specific guidance for Cadwell Park, which is worth a read by all.

Cadwell Park is a great circuit for racing a Caterham, and some would say it was made for it.

However, please remember, it's an old school circuit and presents a number of challenges:-

- it's narrow
- it's quick
- it lacks run off in places
- it can "bite", and often does
- if you go off the barriers come up quickly
- the grid is narrow, with limited space between the rows
- the most commonplace to have an off are the two areas of The Mountain:-
 - on the approach to the left-hand turn
 - after the right-hand turn and before the jump
- although some may argue(!), there are only a couple of genuine overtaking opportunities:-
 - into Coppice
 - into Park

Please **RESPECT the track and each other...**

We are mixed class racing – four classes from 100bhp to 150bhp, the 100bhp Classic class cars (the ones with the windscreens) run 1A List road tyres – please be aware they do not have the same braking performance or grip of the Yokos on the other three classes.

A few reminders about overtaking/lapping specific to Cadwell:-

1. If you are the second of two quicker cars on the straight on the run into Hall Bends, don't assume the slower car (slower car, slower driver, any track session) in front of the first faster car has seen you.
2. ONLY overtake if you are certain of a clean manoeuvre. If you are thinking of overtaking after the exit of The Mountain and before the entry to Hall Bends, think twice, and stay behind unless you are certain that it will not cause any incident – if any doubt – DON'T OVERTAKE...
3. The Classic class drivers are a great bunch and really experienced with faster cars lapping and, where they can, they will make it easy for you to pass. However, please note it is always the faster driver's responsibility to pass safely. We don't want big risks being taken.

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And a few reminders about being overtaken/lapped:-

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 online, 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.
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 easy pass, and be aware of a possible car or cars behind that may attempt to follow through.

DST Reflections on Mallory Park - 26 July

Driving standards were generally good, and due respect was shown to our two complete novices (one could say too much respect for Alaric, as he ended up winning a race!).

There was some very "robust" defending, particularly at the front of the Sigma 135 class. Drivers are reminded that no more than one change of direction is permitted to defend each overtaking manoeuvre. When defending a position and moving back to take the racing line for the next corner, you must leave at least a car's width between your car and the edge of the track – See Blue Book Q.14.4.1.

Mixed Grids Generally

In mixed grid racing, **it is very important to bear in mind that difference in performance between the four classes**. 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 the Classic car which runs on 1A List road tyres. So, please do not overtake a Classic or another slower car, 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.

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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.

Grid Composition and Starting Procedure

Grid Composition - we have a single mixed grid split into two sections. The main section of the grid will comprise the Sigmax, Sigma 150 and Sigma 135 classes and will be gridded by reference to qualifying time irrespective of class. The remaining section, containing the Classic class, will be gridded by reference to class qualifying time. There WILL NOT be a gap between the first and second parts of the grid.

There will be a formation lap out of the assembly area to the grid and then a green flag lap followed by the race start. Please ensure you know what side of the grid you are on to aid the formation of the grid.

Start Procedure - for the avoidance of doubt, there will be no delayed flag start for the Classic class. All classes will start at the same time when the red lights go out. Should the lights not be operative, the race will be started by use of the national flag. The race start is when the flag is dropped.

New 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.

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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.

Guests Cars – Class and Tyre Decals

Please note **all guest cars driven by Flex members are required to carry CGRC class decals** to aid recognition in mixed class practice, qualifying and racing.

They can be obtained from race support team CTS Motorsport on test and race days – see Mark Ashman or Jon Curry.

Yokohama sponsors CGRC, **any other tyre decals on guest cars must be covered up** in free practice, qualifying and racing.

Decal Supply - your remaining CGRC decals

The stock of Club and sponsors decals, along with number squares and numbers, are held by race support team CTS Motorsport. They are available on test and race days – see Mark Ashman or Jon Curry.

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

We also have the Mission Motorsport decals.

The decal guide is here:- https://www.cgrc.uk/docs/202037_CGRC%20Decal%20Guide%202020.pdf

Safety

The paddock is one of the more dangerous places at a race meeting. Drivers should keep their speed to an absolute minimum when driving in the paddock. Also, please note, **no one should ride on the back of race cars.**

Photography

Photography – Jon Bryant of www.SnappyRacers.com is behind the lens. The Club has negotiated a significantly discounted price for members which we hope you'll take advantage of.

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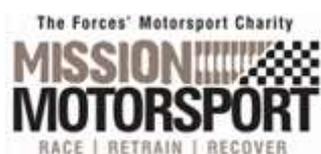
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For those participating on a round by round basis, images are available at £50 per weekend. This gives you approximately 30 high quality, non-watermarked images from each event that will be available to download on Dropbox the week after each race weekend.

Jon has been a full-time professional motorsport photographer for 6 years covering UK and European motorsport events for manufacturers and championships, so we're pretty confident he knows what he's doing by now!

If you'd like to maximise the number of images of you or have any queries, then contact Jon on jon@snappyracers.com or 07720 441456.

Club Contact / Further Information

If you have any queries about the arrangements for Cadwell, please contact John Benfield on 07770 995395 or competitions@cgrc.uk

CGRC Executive Directors

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John Benfield - competitions@cgrc.uk

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30 July 2020

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