



Caterham Graduates Racing Club Snetterton 200 Briefing Note – 29 August 2020

So, on to our fourth meeting of the re-scheduled season, and such a contrast to our last meeting at Cadwell.

The 2-mile Snetterton 200 circuit omits the "newer" infield section and evokes memories of the Snetterton of old. With two long straights, it's a slip streamer's delight, where a good time in qualifying and position in the race will often depend on being in the right place at the right time to pick up that all-important tow.



CGRC Lap Records

We will see lap records set in all four classes, so there's all to play for!

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A Lap of Snetterton 200

We couldn't find any CGRC footage of the 200, so here is a lap of the circuit, along with some tips, by David Hornsey of www.LearnToRace.co.uk

<https://davidhornsey.wordpress.com/2014/01/30/snetterton-200/>

Track Limits at Snetterton

Cameras and sensors monitor track limits. They are installed at the exits of Turn 1 (Riches), Turn 9 (Nelson) and Turn 12 (Murrays).

At other locations, instances of drivers exceeding track limits may be reported by appointed Judges of Fact. Judges of Fact may also be appointed at Riches, Nelson and Murrays, in addition to, or instead of, the cameras and sensors.

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/>

You will note from the new BARC Competitor Guidance referred to above, that the organisation and administration of BARC race meetings in the "post-lockdown world" have significantly changed. The link to the latest version is here:-

<https://www.barc.net/wp-content/uploads/2020/07/Post-Lockdown-Guidance-competitor-v2.pdf>

Please note it is your responsibility to understand and comply with the general requirements of BARC 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.

Given Covid-19 procedures in place relating to recovery of vehicles, if you pull off the circuit, please remember to give the marshals the thumbs up. Please then comply with the instructions of the marshals.

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 we are racing on mixed grids. It's important that we all enjoy ourselves, respect our fellow competitors and stay safe.

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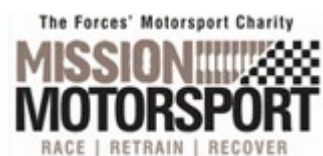
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BARC - New Race Entry Procedures

1. **Prior to taking part in your first BARC event of the season**, you MUST send electronically a copy of the front of your race licence to David Wheadon at BARC – dwheadon@barc.net . The easiest way is to take a photo with your phone and email straight to David.
2. **Prior to each event**, you MUST complete a self-declaration form, and you then MUST send it electronically to David Wheadon at BARC – dwheadon@barc.net **at least 3 days before the meeting – so for Snetterton, this needs to be actioned by Wednesday 26 August**. This form replaces the normal sign-on procedure and includes a declaration regarding your vehicle and personal equipment, which replaces the normal scrutineering.

For those who have access to BARC entry system - **Full and Trophy Members** - the RevUp system (<https://barcrm.prosolvehosting.co.uk:485/Login.aspx>) now has the "Sign Up" feature (see this <https://vimeo.com/433595089> for a helper video).

MSUK has added requirement for you to name up to three people that are attending with you, children included. **They need to be nominated on the form; otherwise, they may not gain entry**. If there are any issues with the BARC system, please use the form linked below for Flex Members and send to David Wheadon.

3. For **Flex Members** who use the CGRC system for entries, a new version of the self-declaration form can be found here - www.motorsportuk.org/restart. **You MUST complete the form**, and send it electronically to David Wheadon at BARC – dwheadon@barc.net **at least 3 days before the meeting – so for Snetterton, this needs to be actioned by Wednesday 26 August**.

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.

Social Distancing

Truth be known, to date we've not been very good at keeping our distance in the paddock.

The Club, therefore, requests that you wear a face-covering when attending prize-giving, or when in any large gathering in the paddock.

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Entries and New Members

As of 25 August, we have 51 entries, our largest entry so far this year.

The entries are made up as follows:-

Sigmax	17
Sigma 150	9
Sigma 135	19
Classic	6

Once entries have closed on Wednesday, the final entry list will appear on BARC's event site here:-

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

It's great to see many members making a return for their first racing this year, along with a number of new members for their first outing with the Club, including Mark Smith in a Sigma 150, and Richard Clegg, John Isherwood, Jim Irlam, Paul Steed and Aki Hussain in Sigma 135s.

We welcome back Toby Briant, multiple Super Graduate Champion (2014, 2015 and 2017), who joins us for his "local" race, in the CTS Motorsport Sigma 150 hire car.

We very much hope you will all have an enjoyable race meeting with CGRC.

Final Instructions

Like the timetable, Final Instructions can change. **PLEASE ENSURE YOU READ AND FULLY UNDERSTAND THE FINAL INSTRUCTIONS – THEY INCLUDE MANY NEW PROCEDURES BECAUSE OF THE COVID19 RESTRICTIONS.**

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

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

Timetable

Timetables do often change, and the latest version of the timetable is available on BARC's event site here:-

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

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Staying in Touch at Snetterton - 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>

Staying Informed at Snetterton – BARC's Virtual Noticeboard

A virtual noticeboard replaces the normal noticeboard at race administration. It can be found on BARC's event site:-

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

The noticeboard will be updated throughout the meeting and will include official bulletins, notices, published changes to the timetable etc.

Hiring a Timing 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 in £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>

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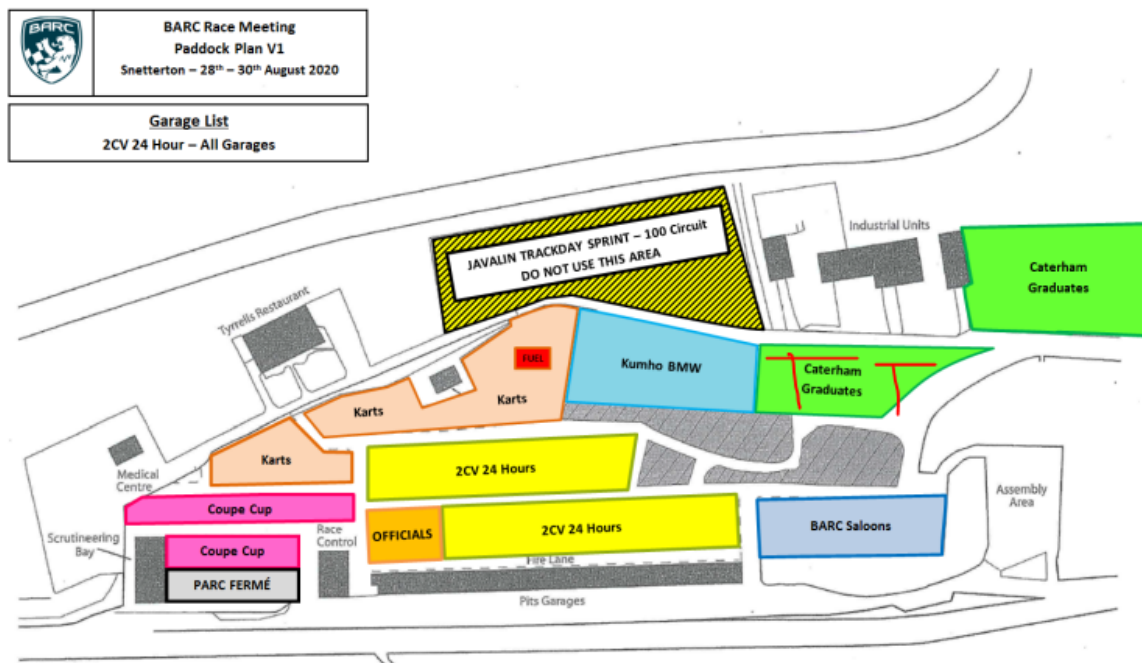
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Paddock Parking

The paddock plan is below.



Please note the **surfaced area (marked by T)** is reserved for **CTS Motorsport and PT Motorsport**, and they have priority in this area. If there is spare space once the teams have set up, you may use it. Otherwise, please use the grassed area **shaded green** to the right-hand side of the main access road adjacent to the industrial units.

Please park back from the edge of the access road, allowing sufficient space for a line of sight, in both directions, for vehicles emerging from the CGRC paddock. Cars not used as an essential support vehicle, should not park in the CGRC allocated paddock area. Any road cars belonging yourself, your family and friends/supporters, should park in the nearby public car park. Please note any road cars causing an obstruction will be required to move.

SAFETY:- Please note this paddock area is located adjacent to the busy access route in to/out of the main paddock, used by both vehicles and pedestrians. Please be aware of this and ensure that any children you are responsible for are supervised at all times.

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DST's Reflections on Cadwell Park – 2 August

The Driving Standards Team report driving was generally very good at Cadwell.

With the large difference in lap times across the classes around such a tight track, there is a great deal of opportunity for incidents to happen. Everyone did a great job ensuring they were passing or being passed safely.

One request for advice was dealt with promptly and resolved to the satisfaction of the drivers. There were no formal requests for an investigation.

A reminder on practice starts and tyre warming – it was noticed at Croft and again at Cadwell that some drivers were 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 both marshals and other drivers. If this continues drivers can expect to be penalised by the Clerk.

The DST at Snetterton

The DST at Snetterton is represented by Andy Molsom (Sigmax No.20), Marc Noaro (135 No.68) and Glenn Burtenshaw (Sigmax No. 72). They will be pleased to give an informal opinion should you wish to discuss any driving standards issues, just don't try to speak to Marc or Glenn while they are getting ready to go out on track. Andy isn't racing, so should have more time to discuss matters with you.

Snetterton is a fast circuit, and we need to be careful at certain points on the track.

The end of the Bentley Straight is a source of incidents. Please be aware of other cars around you on the Bentley Straight, their track position and likelihood of them attempting an overtake with the benefit of the tow before or in the braking zone.

We often see cars three abreast, as they go under the bridge and through the fast left-hander at Brundle, only to find they have little room to sort out the order they will take the tight right-hander at Nelson that quickly approaches.

Please remember, if you are on the right-hand side of the track and you miss your braking point or need to bail out of a move, there is an escape road straight ahead. If you use it, **do not turn round and re-join the track**, continue along the escape road, turn left into another section of road and then re-join the track between Nelson and Bomb Hole, when safe to do so. See aerial shot below.

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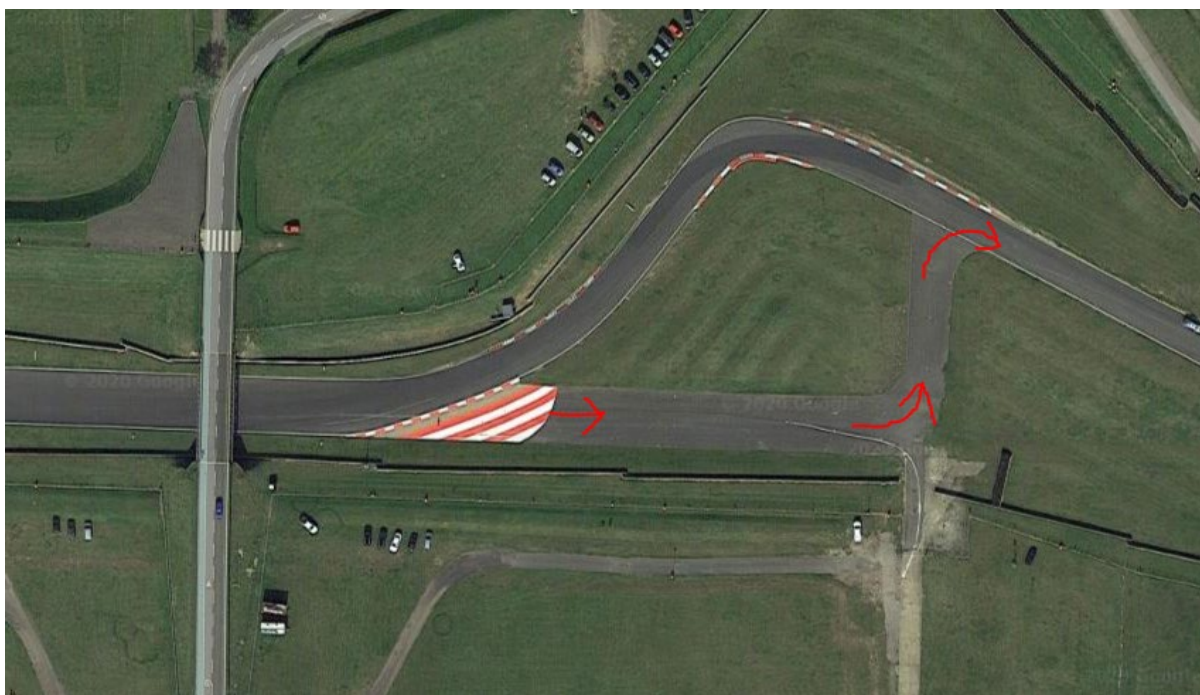
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Escape Road at the end of Bentley Straight and route to re-join between Nelson and Bomb Hole



Also, if you run wide in Coram, it can get very slippery out on the dirty part of the track.

The updated CGRC Driving Standards 2020 Guidance document, is on the website under Competitor Information and can be found here -

https://www.cgrc.uk/docs/2020215_CGRC%20Driving%20Standards%20Information%20and%20Guidance%202020%20FINAL.pdf

The DST's article "Setting the Standards" from the BARC magazine (issue 4 from 2019) is also on the website and can be found here:- https://www.cgrc.uk/docs/202027_Caterham%20Grads%20DST.pdf

We hope you all have a great safe weekend.

Qualifying and Racing Splits

Snetterton 200 is licenced for 38 cars to race and 46 to qualify, and for the first time this season, we have more entries than both the grid race and qualifying capacity.

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As previously advised, this will result in the originally planned three races being shared amongst the entries so that each class has two races. We have also added a second qualifying session, with two classes in each session.

Qualifying – 15 minutes

Session 1 – Sigmax and Sigma 150 (26 cars)

Session 2 – Sigma 135 and Classic (25 cars)

Racing – 20 minutes

Race 2 – Sigmax, Sigma 150 and Classic (32 cars)

Race 5 – Sigma 150, Sigma 135 and Classic (34 cars)

Race 8 – Sigmax and Sigma 135 (36 cars)

Grid Composition

Race 2 – Sigmax, Sigma 150 and Classic

Grid - to be split into two sections as follows:-

1. Front Section - Sigmax and Sigma 150 classes will comprise the front section of the grid, set by reference to their best time in qualifying Session 1, irrespective of racing class.
2. Rear Section - Will comprise the Classic class, with the grid set by reference to their best qualifying time in Session 2.

There will be no gap between the front and rear sections.

Race 5 – Sigma 150, Sigma 135 and Classic

Grid – to be split into three individual classes with the Sigma 150 class at the front, the Sigma 135 class in the middle, and the Classic class at the rear as follows:-

1. Sigma 150 class grid will be set by reference to their second-best time in qualifying Session 1.
2. Sigma 135 class grid will be set by reference to their best qualifying time in Session 2.
3. Classic class grid will be set by reference to their second-best qualifying time in Session 2.

There will be no gap between the three classes.

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Race 8 – Sigmax and Sigma 135

Grid - to be split into two individual classes, with Sigmax class at the front and Sigma 135 class behind as follows:-

1. Front Section - Sigmax grid set by reference to their second-best time in qualifying Session 1.
2. Rear Section – Sigma 135 grid set by reference to their second-best qualifying time in Session 2.

There will be no gap between the two classes.

Starting Procedure

Please note this procedure if different to that set out in the BARC Drivers Briefing.

It is the same procedure we adopted at our first meeting at Croft, the basic difference is that **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 full 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.

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.**

Once the grid positions are published - see TSL timing – <https://www.tsl-timing.com/event/203521> 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. Also, please note the cars that are around you, in particular beside you and on the row immediately ahead.

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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.

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.

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.

Refunds for Snetterton – a message from our Treasurer

After some discussion with BARC, the £70 refund on the Snetterton entry fee, (which Full and Trophy members have paid to BARC), will be actioned differently to that stated in the "CGRC News August 2020 – No.2", emailed to you on 17 August.

Please do not, therefore, send me your bank account details.

Everyone who has paid an entry fee to BARC for the Snetterton meeting will be given the credit of £70 to their account, which BARC can offset against any of the remaining race entry fees this year - or - a refund can be made directly to you towards the end of the season.

Should you wish to use the £70 credit against a future entry fee, please email this request to David Wheadon at BARC - dwheadon@barc.net or see him at Snetterton, where he will be present all weekend in Race Admin.

Please note - the £70 reduction in entry fees for Oulton Park, Pembrey and Silverstone International is already reflected in the BARC entry fee online.

As stated previously, the refund of £70 for Snetterton is being made for the reduced number of races (from three to two) and the absence of our usual catering.

Thank you for your understanding of this change

Tyre Supply and Barcoding

Polleysport is the CGRC's sole nominated supplier of our control Yokohama tyres. Steve Polley and his team will have supplied many of you with tyres at the Silverstone pre-season track day.

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Polleysport **will be at Snetterton on race day**, and should you require tyres please pre-order by contacting Steve Polley on 01354 688111 or <http://www.polleysport.com/contactus> .

If you require tyres before any of our meetings Polleysport will courier the tyres to you, your support team or your nominated fitter.

New for 2020 is tyre barcoding, to aid the enforcement of the 12 tyres per season rule. Thanks to Gareth Cordey (Sigmax No.33) for researching and setting up the new system. The tyres you will use for **qualifying and racing must-have bar codes fitted**. Please note the bar code reader and the recording system will be tested at Snetterton, and you may well find Keith Marchment, Gareth Cordey, Marc Noaro and his son, Max, pointing the code reader in your direction.

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

Any car running 2019 or older tyres without bar codes need to have them fitted by Polleysport. The cost is £1 per tyre – please take cash if possible.

Flex Members racing as guests may use cars running current specification Caterham Motorsport Avon or CGRC Yokohama specification tyres. The Yokohama tyres used by Flex members do not need 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 later this season or early next.

Engine Seals at Snetterton

The CGRC Championship Regulations require every car to have engine seals fitted, and the Club is required to hold a record of the seals.

The Championship Regulation states:-

5.7.3 (iv) The Caterham Graduates Racing Club shall ensure that a record is kept of all engine seals, recording the current Motorsport UK seal numbers for every engine. It is the driver's (or entrant's) responsibility to ensure that details of engine seals are properly reported to the CGRC, and specifically must ensure that any change of seals is reported. The report should be accompanied by an authorised engine builder's documentation, quoting the engine number and seal number or numbers, and stating that the engine has been built in accordance with the requirements of the regulations and specification for the appropriate class of the championship.

The Club's record of engine seals is out of date, and we are going to start addressing the issue from the Snetterton meeting onwards.

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This is where we need your help – **we need all drivers to email their current engine seal number(s) to Kevin Barrett (KevinBarrett@Live.co.uk)**, who is collating the information for the Club.

Alternatively, there will be forms available at Snetterton for drivers to complete and return.

Where an engine seal needs adding or replacing, our long-standing eligibility scrutineer, Keith Marchment will be joining us at Snetterton and will have seals available.

If you have any queries, please contact Kevin Barrett - KevinBarrett@Live.co.uk

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. Email sales@redlinecomponents.co.uk or call Chris Mintoft on 01883 346515 (diverts to mobile).

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 Chris Mintoft of Redline Components on test and race days or CTS Motorsport should Chris not be available.

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

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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 in stock of Mission Motorsport decal. 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

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

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, no one should ride on the back of race cars.

Live Streaming

Ian Waterhouse and his team from MySuperCar will with us again, live streaming our race day. He'd like to hear from you about your racing and your experience with the Club as he tours the paddock.

The live stream is available on our Facebook site - <https://www.facebook.com/CaterhamGraduates>

Photography

Jon Bryant of www.SnappyRacers.com is behind the lens at Snetterton. The Club has negotiated a significantly discounted price for members which we hope you will take advantage of.

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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, 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.

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**. 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.

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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.
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.

Contact before Race Day

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

Unfortunately, John won't be with us at Snetterton.

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Contact on Race Day

We do not have a race day coordinator at Snetterton. If you have any race administration queries, please see the Secretary or Deputy Secretary of the meeting in Race Administration, located on the ground floor of the race control building.

Your primary Club contact, should there be any issues, will be Andy Molsom on 07946 394570.

CGRC Executive Directors Barry White (Sigma 150 No.66) and Peter Marsh (Sigmax No.8) are also points of contact, but please bear in mind they are both racing.

Andrew Outterside will be present; however, he is clerking (don't worry, it's not our races!).

CGRC Executive Directors

Barry White - chairman@cgrc.uk

Peter Marsh - treasurer@cgrc.uk

John Benfield - competitions@cgrc.uk

Andrew Outterside - commercial@cgrc.uk or membership@cgrc.uk

27 August 2020

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