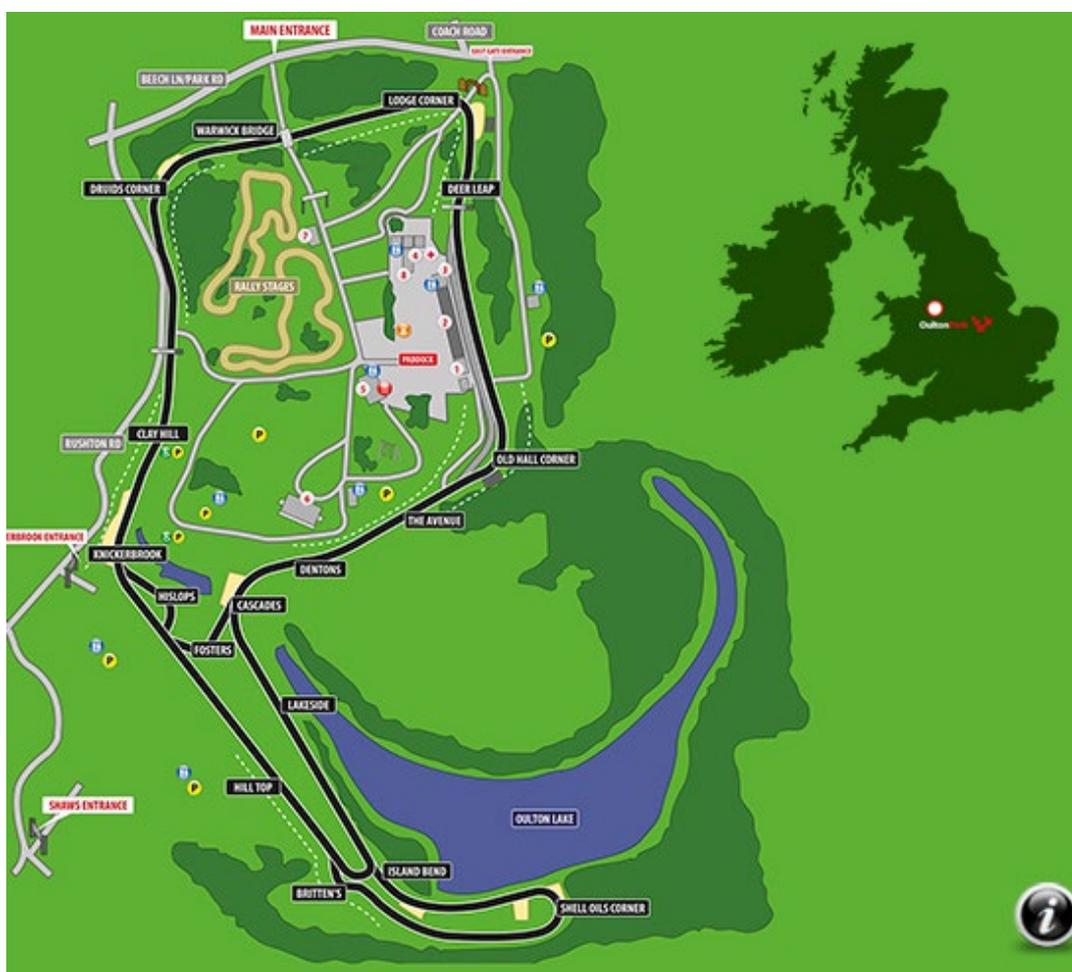




Briefing Note - Oulton Park International 12 September 2020

So, on to the fifth meeting of our re-scheduled season, and one of the Club's favourites. The parkland setting, with its natural undulations, blind crests and limited run-off, make it one of the most challenging circuits in the UK.



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CGRC Oulton Park International Lap Records

The current class records are:-

Classic	2:05.336 – Amanda Black (September 2012)
Sigma 135	To be established
Sigma 150	To be established
Sigmax	1:53.789 – Oliver Gibson (March 2018)

How many new lap records will be set?

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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James Griffin from Mission Motorsport presented special embroidered Mission Motorsport caps to lap record holders at Snetterton. We will get the remaining caps to those who set records at one of the remaining race meetings.

Of course, everyone will appear on the CGRC roll of honour: https://www.cgrc.uk/lap_records.asp where you will notice there are no lap records in Sigma 135 or 150 for Oulton Park. So GUARANTEED new records at the next meeting!

Laps of Oulton Park International

We've searched the archive for footage and come up with the following.

From 2017, a lap in a Sigmax from driver coach Ben Clucas - www.benclucas.co.uk at 1.53.2 (0.5 seconds below the lap record)

<https://www.youtube.com/watch?v=9Mtn6WYJBrA>

Also, from 2017, the impressive first outing of Mark Johnson in a Sigmax in the wet.

https://www.youtube.com/watch?v=_unG-LQ9-l8&feature=youtu.be

And, from 2015 a race from the Sigma class featuring Bill Scott, Jason Gale and Andrew Outterside.

<https://www.youtube.com/watch?v=pbJCfj52pNQ>

Track Limits at Oulton Park International

Cameras and sensors monitor track limits at Old Hall and Lodge. At other locations, track limits are reported by appointed Judges of Fact.

Judges of Fact may be appointed in addition to, or instead of, 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:-

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<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.

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**. 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 requires 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**.

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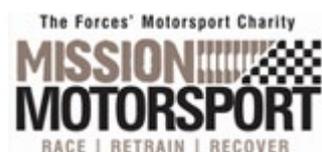
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Notwithstanding the use of the declaration form, random checks may be undertaken at the scrutineer's discretion.

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.

Entries and New Members

As of 5 September, we have 43 entries, made up as follows:-

Sigmax	14
Sigma 150	6
Sigma 135	18
Classic	5

Once entries have closed on Wednesday 9 September, the final entry list will appear on BARC's event site here:-

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

It was great to see so many new members for their first outing with the Club at Snetterton.

For Oulton, we welcome new members Al Melton (Sigma 135 No.95), Ryan Erroll (Sigma 135 No.133) and Will Rayson (Sigmax No.5).

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

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

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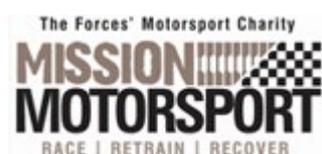
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official bulletins, notices, judicial decisions etc. For Oulton Park the information can be accessed through this link:-

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

Timing Information

Live timing information, grid and results for the meeting can be found here:-

<https://www.tsl-timing.com/>

Final Instructions

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

Final Instructions (and any updates) will be available on BARC's event site here:-

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

Timetable

The timetable (and any updates) can be found here:-

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

Timetables often change, so please check for updates.

Staying in Touch at Oulton International - 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>

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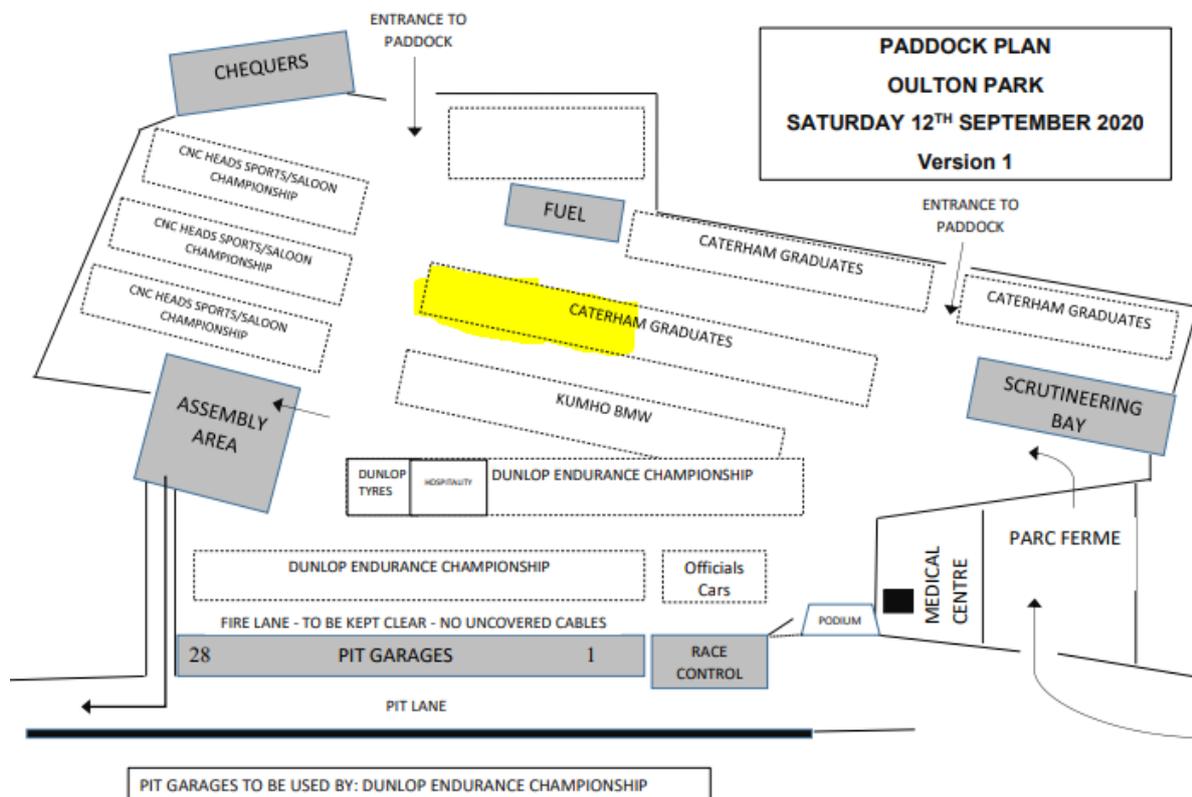
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Paddock Plan



There is plenty of space for us, however, please note the **shaded area** is reserved for race support teams **CTS Motorsport and PT Motorsport** and parts/spares supplier **Redline Components**.

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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DST's Reflections on Snetterton 200 – 28 August

The DST received its first formal request this season for an investigation following Snetterton. It related to an incident in Sigmax qualifying. The investigation has been quickly concluded, following a review of video footage and statements from the drivers involved. The outcome is that a yellow card has been issued for dangerous driving.

Snetterton saw several incidents in races 2 and 3.

Race 2 was curtailed by a safety car which preceded a red flag finish. The incident involved one car going off on its own rather than any contact.

Race 3, however, saw multiple incidents on lap 1.

The conditions were very tricky, with the track damp and greasy. It was evident that a lot of drivers didn't drive to the conditions, leaving little or no room for error (either by themselves or somebody in front of them) as they navigated turns 1 and 2 on the first lap.

There is always a much greater chance to come across spinning or wayward cars on the opening few corners on a damp or wet track. Add to that a large field and the concertina effect under braking for the early part of the lap, and it's clear that a margin for error is required to give oneself some "wiggle room" when things get a bit hairy. Unfortunately, that didn't happen, and the lack of space given was a significant contributor to the ensuing contact and damage.

Thank you to all who have sent videos in following Barry's email about the first lap incidents in the last race. The DST is looking at the footage (we have nearly a dozen clips already), to ascertain what was avoidable and what we can all learn from what was a costly first couple of corners for some. It's disappointing that three members are not racing at Oulton as a result of the incidents.

For those who were able to continue, the race was severely compromised, by having to be run behind the safety car for nearly three-quarters of its duration.

Can anyone who hasn't sent in their videos, please can you send it ASAP to standards@cgrc.uk

Further feedback from the DST on the first lap incidents will be communicated once the investigation has been fully concluded. To address the issue of too many cars arriving at the first corner together, two of the three races at Oulton will be subject to a 10-second delayed start for a section of the grid (see later).

Additionally, there were quite a few minor bumps and nudges which, although not as serious, resulted in some expensive cosmetic damage (mainly to back panels). There were reports of drivers not acknowledging the contact after the race, and therefore a reminder that it's common courtesy to do this when you can identify who you may have tagged if only to apologise if it was your fault.

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There was also too much passing under yellows, which has been duly noted by the DST and the Clerk. The Clerk interviewed several drivers. Visibility does cause problems when it is wet, and sometimes the placement of flags points is not entirely logical from a driver's perspective. Please make sure you are fully aware of the flag posts.

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).

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.

A further 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 Oulton Park International – 12 September

There are no current DST members at Oulton; however, former DST member, Andrew Outterside, will be in attendance and will be an initial point of contact at the circuit if required.

Oulton poses a very different challenge to Snetterton, with a variety of corners and elevation changes. The exit of Old Hall needs care, particularly in the wet. The barriers/tyre walls are close all around the circuit, with often only a short grass section between track and barrier/wall. The circuit also dries slowly in some parts, with the final section of the lap being the last to dry, as a dense canopy of trees shrouds it.

Please remember there is an escape road at the bottom of Hill Top if you don't make the right turn (see below). When rejoining the circuit (at point **X**), please ensure you give priority to those on the track.

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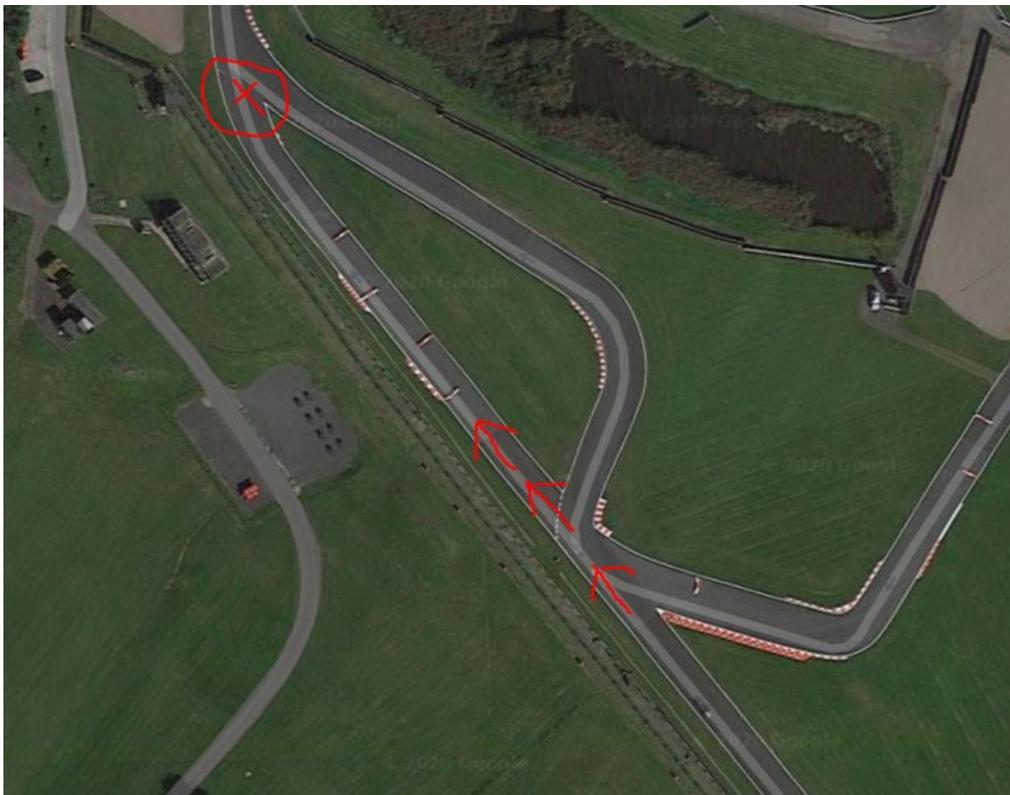
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Escape road at the bottom of Hill Top and rejoin point marked X



The current CGRC Driving Standards 2020 Guidance document, is on the website under Competitor Information – this is the link:-

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 – this is the link:-

https://www.cgrc.uk/docs/202027_Caterham%20Grads%20DST.pdf

We hope you all have a safe Oulton.

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Qualifying and Racing Splits

Oulton Park International is licenced for 38 cars to race and 46 to qualify.

We have more entries than the grid race capacity, and as previously advised, this will result in the originally planned three races being shared amongst the entries so that each class has two races. The track time will be used as follows:-

Qualifying - there is a single qualifying session of **20 minutes** (for qualifying we are permitted to have up to 46 cars – track race licence capacity plus 20%).

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

- Race 1 – Sigmax and Sigma 135 (32 cars)
- Race 5 – Sigmax, Sigma 150 and Classic (25 cars)
- Race 9 – Sigma 150, Sigma 135 and Classic (29 cars)

Grid Composition and Delayed Starts

Race 1 – Sigmax and Sigma 135

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

- Front Section - Sigmax class set by reference to their second best time in qualifying.
- Rear Section - Sigma 135 class set by reference to their first best time in qualifying.

If space permits, there will be a 1-row gap between each class.

Delayed Start

- Sigmax will start on the lights
- Sigma 135 will be subject to a 10-second delayed start and start on the fall of the national flag

Race 5 – Sigmax, Sigma 150 and Classic

Grid to be split into two sections as follows:-

- Front Section - Sigmax and Sigma 150 classes set by reference to their best qualifying time, irrespective of racing class
- Rear Section - Classic class, set by reference to their best qualifying time

If space permits, there will be a 1-row gap between each section of the grid.

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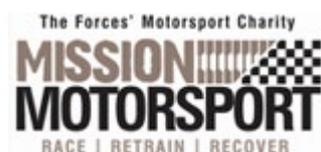
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Delayed Start – there will be **no delayed start for this race.**

Race 9 – 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:-

- Sigma 150 class set by reference to their second best qualifying time
- Sigma 135 class set by reference to their second best qualifying time
- Classic class set by reference to their second best qualifying time

If space permits, there will be a 1-row gap between each class.

Delayed Start

- Sigma 150 will start on the lights
- Sigma 135 and Classic classes will be subject to a 10-second delayed start and start on the fall of the national flag

Starting Procedure

As per Croft and Snetterton, 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.** We could have been better at this at Snetterton.

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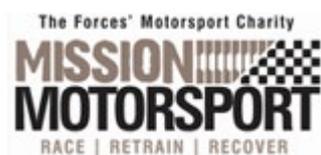
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At Oulton, please make every effort to understand your grid position, in particular, whether you are on the pit wall or other side of the grid.

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. Also, please note the cars that are around you, in particular 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.

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.

Refunds for Snetterton and Oulton – a message from our Treasurer

Everyone who has paid the full entry fee to BARC for the Snetterton and Oulton meetings will be given a credit of £70 per entry to their BARC account.

Should you wish to use the credit against a future entry fee, please email your request to David Wheadon at BARC - dwheadon@barc.net advising the meeting that it should be applied to. Alternatively, a refund can be made directly to you by BARC.

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.

Polleysport **will NOT be at Oulton Park, nor Pembrey**. Should you require tyres for the Oulton or Pembrey meetings, Polleysport will courier the tyres to you, your support team or your nominated fitter. Please pre-order by contacting Steve Polley on 01354 688111 or <http://www.polleysport.com/contactus> . They will next be with us at Silverstone International.

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 further at Oulton. Darren Houldcroft will be wielding a gun.

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

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Flex Members racing as guests may use cars running current specification Caterham Motorsport Avon or CGRC Yokohama specification tyres.

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 Sealing

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 started addressing the issue at Snetterton.

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.

If you do not have a sealed engine seal or have any queries, please contact Kevin Barrett - KevinBarrett@Live.co.uk before your next race meeting.

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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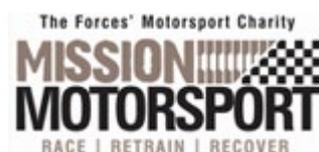
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Also in attendance will be Caterham parts specialist Redline Components, who will be carrying a comprehensive selection of parts for Sigma 135 and 150 class cars (2014 onwards), and Sigmax class cars with a Ford engine (2008 – 2013). There will also 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.

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

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.

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

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

Snetterton Race Report

The race report is delayed and will be published shortly – it will be on the website, under the Comp Info tab and then Race Reports.

Snetterton Photography

Snappyracers photographs can be found and purchased here:-

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

Hazel Ford's photographs can be found here:-

<https://hazelford.smugmug.com/Motorsport/Caterham-Graduates-2020/Snetterton-Aug20/>

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

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 Oulton Park

Jon Bryant of www.SnappyRacers.com is at Donington, so we will have "fake Jon" behind the lens at Oulton Park. As proved at Croft "fake Jon" also takes a decent snap.

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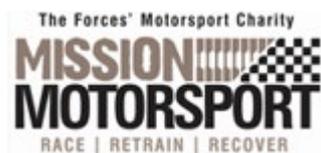
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Purple 4 Polio

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



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.

Hazel Ford will also be at Oulton.

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.

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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 or 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.
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 Oulton, please contact our Competitions Director, John Benfield on 07770 995395 or competitions@cgrc.uk

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

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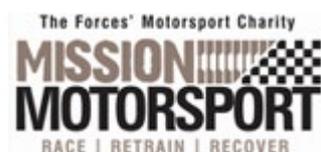
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Contact on Race Day

Andrew Outterside will be dealing with race day coordination and is the link between the Club and BARC. Andrew can be contacted on 07831 451157.

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

06 September 2020

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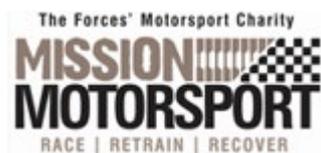
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