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BARC Caterham Graduates Championship March 2003 Newsletter

Silverstone

I'm pleased to say that we've secured a third grid for our race at Silverstone this coming weekend, so all 78 (!) drivers who've entered will get to race. The 41 Super-Graduates A and B will qualify together but race separately as the maximum race starting number is 34 cars. The 37 Graduates will all qualify together, with the fastest 34 making the main race. The slowest three Graduates will race on the rear of the Super-Graduates B race.

New to Graduates Racing? Don't be shy! When you get to the paddock, look for other Caterhams and park right next to them!! An old hand? If you see someone new in the paddock, please try to help them out in any way you can!

Moving Feasts will once again be in attendance on race days this year. For those of you new to the series, Moving Feasts are a mobile catering unit who do breakfast, lunch and tea, along with drinks and snacks all day, for Graduates. Their huge awning on their mobile home is also a great place to get out of the weather, and sit and chat to other drivers. Its also where our end of day trophy giving and prize draw take place. The price for all this luxury? A tenner - that'd just about buy you a reheated burger and chips and a drink in most race circuit catering establishments. Karen Kisby will be in the Moving Feasts awning from early on race day to sell you your wristbands which allow you all your food. As Graduates are again subsidising the catering, we may have to limit numbers, so get your wristbands early (and bacon sarnies are usually only on 'til 10am-ish anyway). Remember that your numbered wrist band is your ticket into the prize draw at the end of the day. Karen will also have samples, ordering details and a few items for sale of 2003 Graduates branded wear (order form also available on the website at <http://graduates.org.uk/2003/merchandise.pdf>). Nick Frost will have hats and badges for those of you who pre-ordered them on the membership forms.

Ian Barkley tried to gain group permission for using in-car cameras at Silverstone but Octagon require individually signed indemnity forms. Ian can send you a form (email him at video@graduates.org.uk) or contact Henry Craven, Octagon Motorsports UK, Octagon House, 81-83 Fulham High Street, London, SW6 3JW; Tel 020 7751 2987; Mobile 07712 051 702.

(form now on the website <http://www.graduates.org.uk/2003/incarfilmingform.pdf> - MarkH)

And don't forget the Caterham races on the Sunday after our race on Silverstone's Stowe circuit. There's half-a-dozen Caterhams entered so far. The cost is a bargain £100 for at least two races. Contact Peter Edwards on 07785304593 or there's an entry form reproduced on the Competitor's Area of our website. If you're worried about damaging your car on Saturday and not being able to race, Peter Edwards says his policy is not to charge you if you can't race, so get an entry in now.

Rockingham

After the scrum for Silverstone, the next round at Rockingham seems remarkably under-subscribed so far - as of a few days ago there were 23 Graduates and 20 Super-Graduates for two grids of 30. If you are going to put an entry in, do it soon so we've an early idea if we are going to be oversubscribed and time to do something about it. (The official closing date is only a fortnight away). Still don't know

whether we'll be racing Saturday or Sunday at Rockingham (hopefully it won't be both). BARC should announce this around three weeks before, so keep a eye on our website forum.

Testing at Rockingham on the Friday before our race appears to be nearly or already full, but Bookatrack.com are running a trackday there on Sunday 23rd March. Its on the International Circuit rather than the Historic Circuit we'll be racing on, but they are the same bar a couple of corners.

Graduates - full!

We've just accepted our 50th Graduate racing member. With 50 Super-Graduate members already, that makes one-hundred, and puts us amongst the largest series in the country. Thank you all for making the series a such a success! But to save disappointment, we're not accepting any more applications to join the series for the time being. Maybe after a couple of races, when we've a feel for how entries are progressing, we'll reconsider our decision.

Daytona karting and Donington trackday

Thanks to Paul Manyweathers' for organising the karting, and Graduate sponsor Bookatrack.com for the Donington trackday - both excellent pre-season warm-ups. Congratulations to Team 3 (Graduate James Campbell, Roadsport and sometime Super-Grad guest driver Ian Fox and new Graduate Declan Dolan) who won the two-hour enduro ahead of Team 20 (Jon Barnes with the Team Parker boys) and "The Stormers" (Diederichs, Longmuir and Manyweathers).

I think everyone I talked to thoroughly enjoyed the Donington trackday (and the unseasonably spring weather). And yes, we will try to get a race there next year (we did try this year...). Bookatrack are keen to organise an end of season trackday for us, perhaps at Lotus' Hethel test track - the spiritual home of our cars? If you like the sound of that drop me an email (chairman@graduates.org.uk) or post your approval on the forum.

BARC Loyalty Bonus Scheme

A great plus point to racing with BARC. But it doesn't quite make sense... It states that you must have competed in all previous 10 rounds before you can apply for it but the final closing date for the final BARC round at Thruxton is 8th September - the day after Croft! So the only way you could do this is by handing it in personally at BARC HQ on Monday 8th! And I guess even if you did this the Thruxton race would already be full. If you intend to enter all the rounds, send all your BARC forms in with the appropriate deduction soon and I'm sure BARC will be after you for the balance if you don't do all the rounds for some reason. (I did this and they've accepted my entries).

Sponsorship/Decals

Welcome to two new sponsors - PRG trailers and Teng Tools. PRG are offering Graduates racers a 5% discount on their superb trailers, which are already significantly cheaper than the other mainstream manufacturer - contact Andrew Outterside (sponsorship@graduates.org.uk) for details. Teng Tools have put up end of season prizes for the winners of each class of their Caterham branded tool box full of hundreds of pounds worth of their lovely tools. See <http://www.graduates.org.uk/2003/tengtoolkit.html> for full details - I want one of these so badly it hurts!

If you didn't pick up your 2003 series decals at Donington they should be with you shortly by post. The Bookatrack and Teng Tools decals which weren't available at Donington will be with everyone soon. The plan of where to fit you're decals is on the website at <http://www.graduates.org.uk/2003/decals2003.pdf> but there is a error in that the nearside Bookatrack decal needs to be fitted higher so it's visible above the exhaust. To allow this, the nearside Circuit Driver decal should be put on the bonnet in front of the Proform logo - there is space if the Proform decal is fitted close to the rear edge of the bonnet. A new plan will be on the website shortly.

Talking of Circuit Driver, the Club has copies the Circuit Guide and a year's subscription to Circuit News magazine available at half-price - only £30. We will have copies of the Circuit Guide for sale at Silverstone but email Andrew Outterside (sponsorship@graduates.org.uk) to reserve your copy of this indispensable racing-line guide.

Safety tip - Simon Lambert

I have identified a small issue with anyone running a 2003 spec car in Super-Grads this year. The left hand arm restraint has a habit of catching under the handbrake lever which comes as a surprise if you go to adjust your helmet or anything, or worse, cross your arms on a right hander! Caught me out before I knew what was happening on Boxing Day. It is easily resolved by running a piece of tape from the handbrake to the gearlever well - works a treat.

Driving Standards - Paul Manyweathers and Sheila Marshall

As we are all looking forwards to what promises to be another exciting, competitive and fun race season for all Graduate classes, we should all take some time to remember fellow club racers, just like us, who tragically lost their lives last year enjoying events just like ours. It is neither Sheila Marshall's nor my own intention, as your Driving Standards representatives, to utilise these tragic accidents to frighten any of the club members to give up the racing that we all have a passion for, but before the first race of the season we should all remind ourselves that our sport is dangerous, and without due care, knowledge or forethought, there can be devastating results.

The Driving Standards scheme that we have in place, is there to support the official MSA marshalling, and is not intended as a replacement, however the Club recognises that the majority of our members want to enjoy close, competitive yet fair racing on the track, and to avoid the potential damage to car and body, that can occur if 'touring car' tactics are brought in to the club. Available on the web site under Competitor info from the front page, is our Driving Standards document, which we urge all members to read before the Silverstone race, and even if you have read it before, it is worthwhile reminding yourselves of the contents.

Key points are that we engage in a non contact sport, under all circumstances, and to ensure that we all respect and react to the flags as they are displayed, and understand that yellow flags mean no overtaking until the all clear is given. There is no ownership of a piece of track, and pushing a competitor onto the dirt, weaving in front to obstruct a competitor, and other such practices are things that often go unnoticed by the very busy marshals on the track, and will not be tolerated.

The Graduates Driving Standards scheme is self-policing, and it will be your fellow members that have the provision at their disposal to complain to the Driving Standards committee of any incidents that breach the MSA regulations. This year so that the vehicle is made easier, the form you will need to complete should you wish to bring an incident to our attention, will shortly be available on the secure area of the web site. Simply go to the secure area of the web site, bring up the Driving Standards Complaint form, fill it in and press submit. Any driver who receives two complaints will be made aware of the nature of the complaint (but not of the name of the complainant), and the Clerk of the Course will be asked to watch that driver at the next meeting. It is at the Club's discretion to revoke the membership of any member who shows disregard for the safety of others on the track, so it is important to note that your Championship can only be won if your racing stays within the rules of our game.

Both Sheila and myself are on hand at any meeting to discuss with you any aspect of driving standards that you may want to know more about, our goals being to ensure that our racing is as safe as it can be, that you do not have to spend money on avoidable repairs to your cars, and that the best man or woman has the opportunity to win at the end of the day.

As the big man in Hill Street Blues used to say, 'Let's be careful out there'.

Scrutineering issues - Nick Harryat

Most of you are familiar with the requirements for safety and eligibility scrutineering but there have been some regulation changes that may affect your smooth passage through these procedures.

Pre-event scrutineering

The main purpose is to check the safety of the car and compliance with Technical Regulation. After signing-on present the car in a clean tidy condition with race numbers in place.

The scrutineer is likely to check the following:

- Y Condition of bodywork - ensure all fibreglass is firmly fixed and any sharp edges on damaged fibreglass are taped.
- Y Windscreen - significant stone chips are normally accepted but the screen may be rejected if badly

cracked.

- Ÿ Fluids - no leaks of oil, coolant, brake fluid or fuel. Brake fluid level correct.
- Ÿ Oil catch tank - should be virtually empty. (Super-Graduates with wet sumps do not require a catch tank as oil vapours are fed back to the inlet manifold). A 1 litre catch tank has always been accepted although the Regulations appear to require 2 litres.
- Ÿ Brakes - condition of flexible brake hoses - hoses must not rub against wing stays.
- Ÿ Throttle - presence of an external spring to close the throttle in event of a failure - see section E12.4.2 in the Blue Book.
- Ÿ Wheels - wheel bearings for excessive free play.
- Ÿ Graduate axles - rear half-shafts for excessive in/out movement. Up to 1mm is probably acceptable, any more any the car may be rejected.
- Ÿ Steering - steering wheel, column, rack and steering arms for looseness by turning and pulling/pushing the wheel.
- Ÿ Ballast - any ballast is firmly bolted into the car within the passenger seat area.
- Ÿ Seat - firmly fixed into the car. Foam moulded seats need not be secured into the car as long as they are a tight fit.
- Ÿ Harness - condition to be clean and without cuts or frays.
- Ÿ Harness anchor bolts - shoulder belt anchor bolts should protrude through the chassis rail.
- Ÿ Fire extinguisher mounting - hand held extinguisher brackets must be held by at least two 6mm bolts (Q3.4.1). Caterham standard supplied bolts are too small. Also the pin must be removed when competing.
- Ÿ Fire extinguisher condition - a gauge if fitted should be in the green zone.
- Ÿ Head restraint - must be fitted conforming to Q13. Tillet seats will require additional support behind the head area. (There have been reports of the in-built Tillet head restraint snapping under severe loads).
- Ÿ Roll bars - must be fitted with non-flammable padding where the driver's helmet could contact the roll bar. This applies within 150mm of the driver's helmet and certainly along the side bar of a full cage.
- Ÿ Boot floor - sealing around rear bulkhead and boot floor must be with silicone sealant not tape.
- Ÿ Lights - our Regs require the car to be fully roadworthy. All lights must work with the exception of the reversing light and rear number plate light. Headlamps must be taped, although the Teng Tools decal should perform this function (do not use red tape). A rear fog light must be fitted. The standard Caterham light and position is acceptable. However if relocated then the light must meet Q5 which requires the light within 10cm of the centre-line of the car. LIGHTING is the most common reason for failing scrutineering. (Perhaps the most common scrutineering error is the rear fog light not working because the headlights need to be on DIP, not full/beam).
- Ÿ Safety decals - to be present and in the correct location.
- Ÿ Electrical cut out switch - function of the switch will be tested.

Personal equipment

- Ÿ Helmet - Condition and Standard (basically Snell SA95/SA2000 or BS6658 Type A). If its not stickered with one of these Standards, you're not going to be racing! Presence of a blue MSA sticker - this sticker can be obtained from the scrutineer on race day for £1. The scrutineer will not expect to see any significant damage on the helmet. If a helmet has been painted it is likely to be rejected if there is any sign of filler under the paint.
- Ÿ Race suit - Condition and Standard of construction (FIA approved). Suits must be clean, without oil, grease or fuel contamination and there must be no damage on any seams.

In the assembly area

Our eligibility scrutineer will be patrolling the assembly area.

- Ÿ He will be checking tyre tread and tyre marking for the Super-Graduates. Super-Graduate tyres must be marked by our eligibility scrutineer before use in either qualifying or racing.
- Ÿ Graduate tyres must not have any wear bars level with the tread. Super-Graduate tyres must have at least 1.6 mm of tread across the centre ¾ of the tyre. Drivers will not be allowed onto the circuit unless offending tyre(s) are changed. (And unless you've an F1 pit crew handy, who can change your tyres in a few seconds, you're likely to miss the race. DON'T RISK IT!).
- Ÿ Remember **balaclavas, gloves and arm restraints** are mandatory and may be checked in the assembly area. (Arm restraints stop your arms flailing around in the event of a "big one". They go on your forearms and attach into your harness. If you're unsure how to wear them, ask an

experienced driver. If you haven't got a pair, get them from Caterham NOW!).

- Y The driver's helmet must be 5cm below the top edge of the roll bar. This may also be checked in the assembly area - again, you're unlikely to be able to rectify this in a few minutes and will miss the race if its not sorted.

Post qualification/race scrutineering

- Y It is likely that the car will be weighed and the ride height will be checked.
- Y Scales do vary from one circuit to another and it is recommended that the car weight is checked prior to qualifying at each circuit. If fuel is used to make up the minimum weight, ensure there will be sufficient left at the end of a race - allow for green flag and slowing down lap(s) and red flagged races.
- Y Ride height will be checked with the driver in the car. Both driver weight and tyre condition will affect the measured ride height.
- Y A fuel sample may be taken. Ideally three litres should be available in the tank however the Regulations can accept a minimum of 1 litre.
- Y Engine seal numbers will be noted and checked against records. Do NOT qualify or race with an unsealed engine.

And finally

Be patient with your scrutineer. I had a good laugh at one scrutineer when he checked the condition of the PASSENGER seat harness but then on another occasion I presented the car with a socket still attached to one of the wheel nuts!

Marshalling scheme

John Bennett has kindly agreed to act as marshalling co-ordinator for those of you wishing to take advantage of the 10 extra points on offer for a day's marshalling. A spreadsheet will shortly be available on the website where you can book a day's marshalling by putting your name against a race meeting date which is suitable for you (its possible to accommodate only a limited number of novice marshals at a meeting). Remember doing a no-show or leaving early is a no-no - people are counting on you to be there on the day. Do either of these without good reason and you may find yourself blacklisted and unable to earn your extra championship points this year.

I did my day's marshalling at the weekend at Mallory Park. It was a rather enjoyable day out, actually watching some racing for a change. The marshals were very welcoming and were glad to see a driver out on post. I learnt a bit about how marshalling works, which should be useful in future (do you know how they decide when to put a red flag out?). Wasn't involved in dealing with any major incidents (though there were quite a few around us) but did my fair share of brushing cement into an oil slick (its hard work! If you're leaking oil, get off the track!). And I got my ten extra championship points, so I reckon I lead the Graduates championship! Well, it was the only way I was going to... (Incidentally, the new Edwina's chicane as the Esses, although not used, has changed the character and flow of the Lake Esses - they are quite a bit quicker now).

John has put the following together to help you get you get the most out of a day's marshalling.

NOTES FOR GRADUATE MARSHALS

The Graduates will be assigned to posts with experienced Observers who will try to ensure an interesting day! You will be part of a team of experienced marshals who will try to involve you as much as possible. However as a novice Marshall you may find there will be a degree of watching , and you may find yourself driving a broom!! If anyone would rather NOT go out on to the bank on the circuit that is not a problem as they can marshal in the pit lane or the paddock.

Once you have signed on for the day and have been assigned to a post you are there for the day. Unfortunately you cannot disappear just because the rain comes down !! If the names are put on to the website early enough you will receive a letter from the Chief Marshall advising where to report at the relevant circuit. When you arrive at a circuit to marshal your first stop should be marshal's sign-on. At some of the circuits it is close to drivers sign on. However at others it is miles away!

Having raced all over the UK you are all aware how wet and cold some of these circuits are!! You should wear warm clothing (lots of thin layers rather than a few thick ones) and preferably cotton or

other natural fibres and take waterproofs - jacket and leggings. Hat and stout boots - preferably with steel toecaps. If you have a set of fireproof overalls then they are ideal. Please make sure that your outer level is not a colour that will clash with the flags - i.e. red or yellow. A pair of gloves is required and these can be gardening gloves or welders gauntlets. A packed lunch and hot/cold drinks should be brought in a waterproof bag as a lunch break, although part of the programme, cannot be guaranteed.

This initiative by the Graduates is much appreciated by all and I am sure you will all have fun doing your days on the banks or wherever. If anybody has any questions regarding the marshalling days please feel free to contact me.

John Bennett (john@hid.uk.com)

Spa-Francorchamps

Around a dozen Graduates interested in the 90-minute sports car race at the former (tragic, ain't it?) Belgian GP circuit over May Day Bank Holiday weekend. Entry forms will be out in the next week or so from Nick Haryett. If you haven't yet registered your interest, email him at HARYETNJ@apci.com. You only need a National A licence (upgrade from a "B" with just 6 signatures for 2003 - you could get 4 within a week or so - Silverstone, Stowe x2 and a day's marshalling...) to compete. Qualifying and racing are likely to be Friday/Saturday or Saturday/Sunday - not Monday, as its not a bank holiday in Europe (so you could be back in Blighty for the CART race at Brands on the Monday!).

Testing/accommodation suggestions

Please send me any more suggestions.

	Testing	Accommodation
Silverstone	FULL!	Green Man Travel Lodge, 2 miles from the circuit on A43, £47 per room, 08707001588
Rockingham	Friday 11 th April, £150, £20 for garage, Nanette Houston - 01536271534 Or Bookatrack.com trackday, Sunday 23 rd March	Hotel Elizabeth, Rockingham. 2 miles from the circuit, special price of £70 single/£85 double including breakfast if you mention you're racing at Rockingham, 01536401348 White Swan at Hartington, 10-15 mins from the circuit, £65 double. 01572747543 Kettering Travel Inn, about 10 miles from the circuit on the A14, 01536310082
Spa non-championship race		Graduate favourite seems to be Hotel Moderne in Francorchamps, a few hundred yards from La Source hairpin. 0032 87275026.
Pembrey	Friday 16th May, £140 for full day/£80 for half-day - this is a special price for BARC members so remember to mention it, 012554891042	Strady Park, Llanelli, 7 miles from circuit, 01554758171 (but don't think about taking your trailer - the car park is on a 1:10 slope) Caernewydd Farm, Kidwelly. 2 miles from the circuit, £38 double, £25 single, 01554890729

Snetterton	Friday 13 th June, £200 for a full day/£135 for half-day, 01953887303	Breckland Lodge, Attleborough. £42.50 per room (could be a single reduction), large car park, bar, carvery and early breakfasts, 01953455202
Cadwell	Saturday 5 th July, £165 for full day/£105 for half-day, 01507343248 (also BookaTrack trackday May Bank Holiday Monday 5 th May)	Admiral Rodney, Horncliffe. 7 miles from the circuit, £70 double/£50 single inc breakfast, 01507523104 Black Horse, Donington-on-Bain. Lodge type rooms out the back of a pub, 4 miles from the circuit, £44 double/£26 single, 01507343640
Anglesey	Friday 1 st August, £125 full day/£95 half-day, 01407840253	Cefn Cwmwd Country House Hotel, 7 miles from circuit, £49.50/£69.50 inc breakfast, Tafn-y-Rhos (opposite the Cefn Cwmwd), 01248724404 Also looking into renting a cottage for the weekend
Oulton	Friday 15 th August, £195 full-day, 01829760301	Blue Cap Premier Lodge, 5 miles from circuit, £47 per room, 08707001524
Croft	Friday 5 th September, no price yet, 01325721815. Bookatrack have a weekend trackday at Croft Saturday 19 th July. Or DDMC have a sprint at the circuit 21 st April, contact Terry Wright cars@darlington-motor-club.org.uk	Croft Spa Hotel, a bit Fawlty Towers at times but only a mile from the circuit, single or double £65, deluxe rooms £75 or £85, 01325720319
Thruxton	No more testing this year but Thruxton Race School do tuition in their cars (or your car - but Caterhams are probably too noisy), www.thruxtonracing.com or 01264882222	Ideas please!
Brands	The format will not be decided until the beginning of August as it's the FFord Festival	Brands Hatch Thistle at the circuit. 08703339292 (central reservations)

Graeme Smith
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