

# NEWSLETTER

19 August 2002

## Oulton Park

What can I say? What a dreadful waste of a weekend for everyone. I know that everyone at Caterham Cars and Caterham Motorsport is devastated for the 18 of you who made it to the grid, only to see your race curtailed after three laps. It was unsatisfactory from everyone's point of view.

Why did it happen? It might be worth running through the sequence of events following the monsoon squall that descended on the circuit.

Firstly, eight or nine GTs were severely damaged in the ensuing accident and they took forever to recover; secondly many of the tyre walls had to be rebuilt. That's what caused the delays initially, coupled with the standing water in many places around the track. Fortunately the puddles cleared very quickly.

The Event Director Grant Stewart and Senior Clerk of the Course Dave Pierre then elected to restart the GTs for 30 minutes and then to run the F3s ahead of the Caterhams, citing contractual obligations to FOTA to do so.

Subsequent mishaps in the GT and F3 races, and the very strictly enforced (by Octagon Motorsport, the Oulton Park owner) curfew of 1830 were the nails in the coffin for us.

I can confirm that you were brought on to the grid in the very real hope that you might get eight or nine laps, which wouldn't have been brilliant, but better

than what the Mini and TVR guys got...

Obviously the rain was the root cause of the problem, and there's not a lot of point in complaining about rain in Britain in August. If you feel that you have a legitimate grievance about the rearrangement of the timetable to your detriment, then please direct your complaints to the BRDC, the people who took your entry fee and who control the format of the meetings.

Jeremy Howkins in the BRDC race office might be a good starting point. His address is [jeremy.howkins@brdc.co.uk](mailto:jeremy.howkins@brdc.co.uk) Rest assured that Caterham Motorsport will be making representations also.

## What happens next?

Having taken lengthy advice from the BRSCC, the position is that the results of the "race" have been published and that as a consequence we must issue an updated championship points table.

It is now open to any driver who was involved in the event to make a protest either to the championship stewards or to the MSA.

If you feel the championship stewards should take action, please send your written complaints to them c/o John Ward at the BRSCC. This should be done as soon as possible.

It is also open to you to complain to the MSA under A3.3 (p13 2002 Blue Book) if

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you feel the race was improperly run.

If you need further advice on the above, please feel free to contact this office.

## **Snetterton**

Let's all look forward to a nice sunny weekend at Snetterton, shall we? Your qualifying will be from 1230-1250 on Saturday 31st and the race will be at 1325 Sunday. I'm afraid I don't yet have the signing-on and scrutineering times; these will be revealed by your final instructions.

## **Holidays**

This office will be closed from this coming Friday, the 23rd, right up to Snetterton. So if you have any pre-race queries you'll need to get them to us pronto...

## **Testing**

A reminder of your two testing dates for next week: Thruxton on the 28th and Snetterton on Thursday 29th. To book for Thruxton call the BRSCC on 01732 848884; for Snetterton the number is 01953 887303.

## **New drivers**

A belated welcome back to the fold to Mark Humphrey, who probably wondered why he'd bothered at Oulton Park. Mark finished an excellent third in the 'super sprint' in the Luffield Cars-backed Superlight and will, I'm sure be a force to contend with for the rest of the year.

At Snetterton we will be able to welcome back Hugh Hayden's Sebah Automotive team and a driver new to the championship – Mark Owen. Currently competing in Radicals, Mark is giving us a try with a view to a full season in 2003.

## **Championship decals**

We're running short of the MG XPower side strips, particularly those printed in white for use on dark-coloured cars.

Hundreds were sent out at the beginning of the season, so please scour

your workshops for them and try to remember to bring them to the circuit...

If you have a lot of black or white ones which you'll never need, please return them and we'll do our best to provide you with the colour that you do want!

There are no more square IGC decals for the front face of the rear wheel arches. These will not be reprinted! This area of the car will remain a designated area for championship sponsor decals, however; if you have a blank space there, please fill it with an Autosport decal (we have plenty of those!)

*Kay Carter*