



Driving Standards - Silverstone International 10 + 11 October 2020

It pains me to write this first communication in my new role as Interim Chairman of CGRC.

Our last race weekend of 2020 at Silverstone International sadly won't be remembered as the swan song for the Classic class, but for the very poor driving, particularly in races 2 and 3. In our 23-year history, we haven't experienced so many instances of poor driving standards, penalty points, fines, damage and criticism of fellow drivers over a race weekend.

The Senior Clerk of the Course debriefed Andy Molsom, Andrew Outterside and me on Sunday evening. He summarised the poor driving that he witnessed as falling into two categories:-

- Contact resulting from failing to read the situation ahead when attempting to make a pass
- Disregard for waved yellow flags and safety car boards flowing numerous incidents

Fortunately, there were no injuries, and no suggestions of malicious intent, however, I am sorry to say that we have damaged our reputation in the racing communities. We have caused members unnecessary expense to repair heavily damaged cars and I suspect the total damage bills will run into tens of thousands. It also has cast doubt in the mind of some Club members about whether they should continue to race with us.

From the Club's perspective, the disappointment is compounded given we had invested in live streaming coverage of all the races and a guest drive for YouTube vlogger, Peter Greaves, aka Petrol Ped, to race with us and promote the Club. Fortunately, many of the incidents were missed by the live stream coverage, but that is not the point, we and others know they happened.

The judicial process has penalised individual drivers. In total, eight penalties were applied by the Clerk, all carrying licence points and sanctions imposed included written warnings, fines (totalling £1,150) and disqualification.

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However, I'm sorry to say that those eight incidents are only part of the story, and we must add to that additional instances of contact, weaving on the straights and in the braking areas, conduct under the safety car, and arguably the most significant and concerning, continuing to race under yellows and passing under yellows.

We don't know why all this happened, and it is totally uncharacteristic of racing by CGRC. It is unacceptable and is something that must not happen again.

What we do know is that the Club, through our Driving Standards Team, will find out and take appropriate action, starting with a full investigation into:-

1. All incidents where judicial action was taken
2. Any request for an investigation by a member, including a member not directly involved in an incident
3. Any matters that the Club consider relevant having reviewed in-car footage and live-stream content

Given the wide-ranging nature of the investigation and the time likely to be involved, **the organisers and the CGRC require that members retain video footage of the Silverstone International meeting on 10/11 October until further notice** as opposed to the requirement in the CGRC Championship Regulations (2.13 viii), which only requires video footage to be made available for up to two weeks after any meeting.

We are a Club guided by our values (**Fun, Inclusive, Respectful, Safe and cosT effective**) and we will be using those values to determine the action we take resulting from the incidents at Silverstone.

All this puts something of a cloud over our plans for 2021; however, we will continue and invite those existing members, who wish to enjoy a discounted membership rate and some great racing with the Club in 2021, to join from this coming Monday 19 October.

Both the Board and I would like to say that if you don't recognise the unacceptable driving standards at Silverstone and you disagree with the Club's values, please don't join us in 2021.

Marc Noaro
Interim CGRC Chairman

Driving Standards Team Lead
Andy Molsom

Club Directors
John Benfield, Roger Ford, Peter Marsh, Andrew Outterside

12 October 2020

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