



## CGRC News – 01/2020

### Our plans for the season ahead

Welcome to the first CGRC News of 2020 and a very belated happy 2020 to you all!

First of all, we must apologise for the lack of communication since before Christmas. Truth be known, we were rather overwhelmed by the growth in membership this season, particularly the exceptional growth of the Sigma 135 class.

Our planning in October last year, when we had to select our preferred circuits and commit to grids, was based on an estimated membership of 65 (lose 15/gain 20) and a participation rate of 60 – 65%, based on experience in recent years. Our strategy was to choose large capacity circuits with a view to racing everywhere on a single grid.

The unexpected, but very welcome growth in membership, has created some obvious challenges around grid capacity. So, since early December we have been focusing on finding solutions to accommodate as many members as possible at each meeting, ensuring they have an opportunity to race in the Championship or the new CGRC Trophy. BARC has been very accommodating in helping us with our need for extra grid space.

Many thanks for letting us know your intentions about racing in 2020. This has been invaluable in our planning and commitment to purchase extra grid space. We have based our revised grid planning on intentions expressed at “definitely” and “very probably” in the race schedules. These make up the “Interest Expressed” numbers referred to below.

We are now able to tell you what we have been able to achieve and how this affects the season ahead: -

#### **Round 1 – Race 1, 2 & 3 - Silverstone National**

Grid Capacity: - 40 cars

Interest Expressed: - 56 cars

Solution: - An extra grid has been secured, so we will be running an additional qualifying session and three races. To achieve this, it has been necessary to remove the free practice session. The second grid increases the total capacity to 80 and opens the opportunity for Flex members to race.

### **Round 2 – Race 4 & 5 – Donington Park National**

Grid Capacity: - 40 cars

Interest Expressed: - 70 cars

Solution: - An extra grid has been secured, so we will be running an additional qualifying session and two races. To achieve this, it has been necessary to remove the free practice session. The second grid increases the total capacity to 80 and opens the opportunity for Flex members to race.

### **Round 3 – Race 6 & 7 - Silverstone GP**

Grid Capacity: - 58 cars

Interest Expressed: - 71 cars

Solution: - We have been unable to secure additional grid space, therefore, if there are more than 58 entries, we will introduce a qualifying race format (see details below). This will allow up to 70 to qualify (grid limit + 20%). Any entries in excess of 70 will be classified as reserves (see details below).

### **Round 4 – Race 8, 9 & 10 – Anglesey International**

Grid Limit: - 42 cars

Interest Expressed: - 44 cars

Solution: - Given the interest expressed we have not sought additional grid space, therefore, if there are more than 42 entries, any additional entries will be classified as reserves (see details below).

### **Round 5 - Races 11 & 12 - Zandvoort GP**

Grid Limit: - 47 cars

Interest Expressed: - 47 cars

Solution: - Given the interest expressed we have not sought additional grid space, therefore, if there are more than 47 entries, any additional entries will be classified as reserves (see details below).

### **Round 6 – Race 13 & 14 – Snetterton 200**

Grid Limit: - 38 cars

Interest Expressed: - 71 cars

Solution: - We have an exceptional interest in this meeting and were originally under the impression that we were racing on Snetterton 300 (Grid Limit 45 cars). However, it is the shorter Snetterton 200 layout, as the 2CV 24hr race is using that format over the weekend.

We have been unable to secure additional grid space; therefore, we have taken the unusual decision **to limit the Snetterton meeting to the Sigma 135 and Classic classes**, with the Sigma 150 and Sigmax classes given the opportunity to race at an additional meeting. There are currently a total of 33 Sigma 135 and Classic class drivers who have expressed interest.

We appreciate this decision will disappoint a number of members; however, we feel it is the best way to deal with the situation and to ensure as many members as possible can participate in seven Championship race meetings this season.

The options for the additional meeting are: -

**Pembrey - 3<sup>rd</sup>/4<sup>th</sup> October (Grid Limit 34 cars)**

or

**Silverstone International - 10<sup>th</sup>/11<sup>th</sup> October (Grid Limit 44 cars)**

We will shortly be sending out a poll by email, to Full and CGRC Trophy members in the Sigma 150 and Sigmax classes, so they can express their date/circuit preference - please **complete and return by Friday 21 February**. Once we have the data, we will then commit to purchase the track time. The chosen meeting will be classified as both a **Championship and CGRC Trophy round for Sigma 150 and Sigmax classes**.

If there is any spare capacity at the additional meeting it will be offered to members in Sigma 135 and Classic classes as a non-championship round.

### **Round 7 – Race 15 & 16 – Oulton International**

Grid Limit: - 38 cars

Interest Expressed: - 51 cars

Solution: - Given this is a one-day meeting we have been unable to secure additional grid space, therefore, if there are more than 38 entries, we will introduce a qualifying race format (see details below). This will allow up to 46 to qualify (grid limit + 20%) any entries in excess of 46 will be classified as reserves (see details below).

### **What does it mean being “classified as a reserve”?**

Where the number of entries exceeds the licenced grid capacity, or grid capacity plus 20% in the case of the Silverstone GP and Oulton Park International meetings (where we plan to run a qualifying race format), the additional entries will be placed on to a reserve list by the race organisers.

A reserve will be informed by the organisers that they are on the reserve list for the meeting. Should an entrant withdraw the first available reserve will be offered the place.

**Please Note:** - The date of payment to BARC (or to CGRC in the case of the Anglesey and Zandvoort meetings) will be deemed to be the date of entry.

Anyone withdrawing from an event and then re-entering will have the date of their later payment date used as the date of entry.

If a reserve chooses to travel to a meeting and takes part in a qualifying session, but then does not race, a partial refund will apply (entry fee minus the Motorsport UK insurance fee and a £50 admin fee). Should a reserve not take part in qualifying, a full refund will apply.

From the above, it should be appreciated that a reserve is not guaranteed a race and are advised that they should not travel to Zandvoort.

### **How will entries be prioritised?**

Priority entry status will apply until 14 days prior to the meeting. After that date, any member can enter and will be dealt with in order of receipt of payment.

### **What priorities apply?**

**For Championship rounds that are also CGRC Trophy rounds** – priority entry will apply equally to Full and Trophy members followed by Flex members.

**For Championship rounds** - priority entry will apply to Full members, then Trophy members and then Flex members.

PLEASE NOTE: - The BARC entry system will be used by Full and Trophy members and need to be registered with BARC to gain access to the system. Flex members will use the CGRC entry system and should not register with BARC.

The BARC entry system is not currently configured to deal with priority entries. So, if a Trophy member enters a non-CGRC Trophy meeting the entry will be accepted and show on the system, however, it will not be valid and will be held on the system until entries open for that class of membership.

### **What is “qualifying race format”**

In order to ensure as many have the opportunity to race and score points at the Silverstone GP and Oulton International meetings, we plan to adopt the following format should entries, as anticipated, exceed the grid limit.

- Entries will be taken up to grid limit plus 20%.
- All drivers will take part in the timed qualifying session.
- A given number (to be confirmed once the number of entries is known) of the fastest drivers in each class will qualify for Race 1 and “sit out” the qualifying race (see below).
- The remaining drivers will participate in the qualifying race.
- A given number (to be confirmed once the number of entries is known) of drivers in the lower finishing positions (including DNS and DNF classifications) across the 4 classes will not compete further. They will receive a partial refund of the entry fee (to be finalised and confirmed at the time of entry) and will be awarded Championship points based on their finishing order in class in the qualifying race as if the qualifying race finish position was an extension of Race 1 finishing

positions. The points awarded for Race 2 will be those obtained for competing in the initial qualifying session.

- The remaining drivers will have qualified for Races 1 and 2. For Race 1 this will be based on their finishing position in class in the qualifying race. For Race 2 this will be based on the fastest lap in the qualifying race.

A product of the above is that the majority of drivers in the qualifying race will compete in three rather than two races over the weekend.

### **What does this mean for me if I enter the Silverstone GP and Oulton International meetings?**

Silverstone GP: - Based on 71 expressing interest, the meeting will be oversubscribed. By adopting a qualifying race format, the maximum permitted entry will be 70. Assuming that is the case all 70 entrants will participate in the qualifying session. A total of 12 drivers, drawn from the fastest times in the 4 classes, will qualify for Race 1 and will not participate in the qualification race. The remaining 58 drivers will compete in a qualification race and a total of 12 drivers in the lower finishing positions (including DNS and DNF classifications) across the 4 classes will not compete further. They will receive a partial refund of the entry fee - to be finalised and confirmed at the time of entry.

Oulton International: - Based on 51 expressing interest, the meeting will be oversubscribed. By adopting a qualifying race format, the maximum permitted entry will be 46. Assuming that is the case all 46 entrants will participate in the qualifying session. A total of 8 drivers, drawn from the fastest times in the 4 classes, will qualify for Race 1 and will not participate in the qualification race. The remaining 38 drivers will compete in a qualification race and a total of 8 drivers in the lower finishing positions (including DNS and DNF classifications) across the 4 classes will not compete further. They will receive a partial refund of the entry fee - to be finalised and confirmed at the time of entry.

### **What about Free Practice?**

In order to achieve two grids at Silverstone National and Donington National and have qualification races at Silverstone GP and Oulton International, it has been necessary to sacrifice the planned Free Practice sessions at these meetings. As a result, free practice sessions will now be limited to Anglesey International and Snetterton 200 (for Sigma 135 and Classic classes) and the additional meeting (for Sigma 150 and Sigmax classes), at either Pembrey or Silverstone International.

### **What does all this mean for 2021?**

We hope to continue the growth of the membership next year resulting in the Club taking a minimum of two grids at each UK meeting. With the Classic class finishing this year it would be logical to have a single class grid of Sigma 135s and, subject to numbers, either a combined Sigma 150 / Sigmax grid or two separate grids. We will be asking you about your intentions for 2021 midway through this season.

### **Any queries/questions?**

Please do not raise these on the Forum or the Facebook Community page. If you have queries/questions about any of the above please contact: -

**Andrew Outterside – [commercial@cgrc.uk](mailto:commercial@cgrc.uk)**

**or**

**John Benfield – [competitions@cgrc.uk](mailto:competitions@cgrc.uk)**

We will capture the questions raised by members and feedback our responses by way of an additional note to all members.

### **More News**

We will be sending you another note before the pre-season track day with a more detailed note about the season ahead.

Here's to an excellent and competitive 2020.

### **CGRC Executive Directors**

Barry White - [chairman@cgrc.uk](mailto:chairman@cgrc.uk)

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