

General Drivers' Briefing

Classic Touring Cars Racing Club

Cadwell Park 30th August 2021

Welcome to Cadwell Park, my name is Chris Gibson, and I am your Senior Clerk of the Course for this meeting.

This briefing is in writing, as there are no face-to-face briefings planned. If you wish to raise any queries or require additional clarification, please contact the Secretary of the Meeting or myself, our contact details are at the end of these notes and also in the Final Instructions. I will be in Race Control from 0800.

Anyone racing at Cadwell Park for the first time please come to Race Control at 0815.

Please ensure you have read the following BARC Regulations/Guidance: -

- BARC Standing Regulations.
- BARC Health & Safety Guidance Notes.
- BARC Covid-19 Competitor's Guidance notes (V3).

The latest versions of these are available on BARC's website – www.barc.net

The Motorsport UK website has all the updated Covid-19 Guidance applicable from the 19th July 2021 <https://www.motorsportuk.org/wp-content/uploads/2021/07/2021-07-19-motorsport-uk-covid-19-guidance-from-19-july-2021.pdf>

Event Notice Board

The event official notice board can be accessed online at: -

https://www.barc.net/online_noticeboard/Cadwell-park-august-30/

Signing-On

You should have signed on before the meeting as this cannot be done on the day.

Noise Testing

All cars will be noise tested on entry to the assembly area.

Circuit Entry

For all practice and qualifying sessions, you will proceed from the assembly area onto the circuit.

Exiting the Circuit

All sessions, once you have taken the chequered flag, complete the lap and exit the circuit into the slip road at the bottom of the mountain. There is no overtaking.

Paid Practice

There are two 15-minute sessions available from 0900. If you have not already booked, please get in touch with the Secretary of the Meeting if you wish to take part.

Qualifying Sessions

For your qualifying you must be in the Assembly Area at least 15 minutes before the start of your session.

Racing Start procedure

All competitors must be in the assembly area at least 15 minutes before the start of their race. The Assembly Area marshals will place you in grid order.

Standing Starts

All races other than Boss / Thunder are standing starts. You will be released onto the circuit possibly behind a Course Car to the grid.

When all cars are formed on the grid in correct position, the countdown will commence (1 minute and 30 seconds). The green flag will be shown and complete one green flag lap back to your grid position. Once all cars are stationary the 5 second board will be displayed, the start lights will be switched on and will extinguish (3-5 seconds) to signify the start of the race,

Rolling Starts

Boss / Thunder will commence their Rolling Start behind the Pace Car from the Assembly Area (No stopping). At the top of the mountain the Pace Car will extinguish the lights signalling that the start will take place. The Pace Car will clear the circuit and it is the responsibility of the Pole position to control the pace with NO excessive increase in speed to allow the grid to close into a 2x2 formation in preparation for a race start. The red lights on the gantry will be on, and providing the starter is satisfied with the formation the race will be started. Positions and pace should be maintained until the start lights are extinguished. Failure to maintain position or acceleration before the lights go out can result in a false start penalty being issued.

Aborted Rolling Start

If the start light remains on, this is an indication of an aborted start, Drivers will go round again following the same procedure but with no Pace Car. **Pole position will control the grid and is responsible for slowing the cars down for the start.** Please note that if there is an aborted start, the race time will start when the Pole position car crosses the timing line at the aborted start.

If you fall behind on the green flag lap

If you fall behind on the green flag lap so you become the last car, you must remain at the back of the grid and must not attempt to retake your original grid position. This applies to both standing and rolling starts.

Red Flag

In the event of a Red Flag in qualifying, slow down and return to the Start line or as directed by the marshals.

Safety Car

The Safety Car will be used for all races. When the yellow flags and the S/C boards are displayed, drivers are required to slow down **(SIGNIFICANTLY)**. Cars behind the lead car should close-up with the car ahead so that they form a line up behind the lead car.

We will attempt to release the safety car to pick up the leader. If this is not possible you may be signalled from the Safety Car to overtake. Under Safety Car situations you must maintain a gap of no more than five car lengths with no speeding up or slowing down.

The Safety Car will enter the circuit from the pit lane and exit into the pit lane. Once the Safety Car extinguishes its lights, the lead car will control the pace. **There is no overtaking or overlapping of another car until you have passed the control/finish line.**

If you need to familiarise yourself with the Safety Car regulations, they can be found on page 301 – 302 of the 2021 Motorsport UK Blue Book.

The pitlane will remain open during any Safety Car periods.

Track Specific Matters

Please be aware that at some areas of the circuit there is very little run off and would like to suggest that on your first laps of the track that you make yourself aware of the track layout.

The white lines at the edges of the circuit mark the track limits. Anyone reported for excessive use of the area beyond the white lines may be issued with penalties. This could be anything from a Black/White warning flag to time penalties or a Black Flag.

Please respect our marshals and follow any instructions that they may give. Remember for you to go racing the orange army are very much required.

Stopping Trackside

If you stop trackside, please follow two very simple instructions: -

- a) Park your car as close to a marshals' post and as close to the barrier as possible. (This is very easy at many points of Cadwell park) as run off areas can be at a premium.
- b) You will be approached by a marshal who will be looking for a "thumbs up" signal from you to indicate you are OK. Once you have given this signal and when it is safe to do so exit your car as quickly as possible and get yourself to a place of greater safety.

Live Snatch

There is no live snatch at this meeting.

Flag Signals

Flag signals from the Start line and the marshals' posts around the circuit are our only way of communicating with you.

Timing

Please ensure that you have a working transponder. There is no guarantee that if your transponder is not working that you will be classified, there will be no grid sheets or results produced on paper at the event.

All timing, qualifying and race classifications and grid sheets can be found on the TSL website at

[Event Details - BARC :: Timing Solutions Ltd. \(tsl-timing.com\)](http://Event%20Details%20-%20BARC%20::%20Timing%20Solutions%20Ltd.%20(tsl-timing.com))

You should make sure of your grid position before going to the grid.

In Race Penalties

Penalties to be applied during a race, such as false start, drive-through and stop/go penalties will be advised by signalling from the pit wall at the start/finish line.

Protests/Appeals

Any protests or appeals must be lodged electronically to the Secretary of the Meeting, Katie Hinchcliffe. Fees can be paid up to 48 hours after the meeting, no cash.

Race Presentations

If time allows, we will conduct presentations in the pit lane at the end of the races. Therefore, you may be directed to continue to the pit lane instead of being directed into the slip road at the bottom of the mountain. Please follow directions of the marshals'. Once any presentations have concluded you will leave the pit lane and be directed to turn right after the Medical Centre and then proceed to the slip road to return to the paddock.

Contact Details

Secretary of the Meeting – Katie Hinchcliffe – khinchcliffe.barc@gmail.com

Senior Clerk of the Course – Chris Gibson – cgibson.barc@gmail.com

Thank you, and from myself and the team of Officials and Marshals' hope you have an enjoyable event.

Chris Gibson.