



COMPETITOR BRIEFING NOTES

CROFT AUGUST 7th & 8th v2

Circuit, full circuit 2.1 miles (3,411, metres) in length

Please read the briefing notes below prior to attending this BARC race meeting as it contains a variety of pieces of information necessary for the smooth operation of the event.

Arrival

As you are aware there will be no sign-on or scrutineering prior to going on track as you have completed a self-declaration form in advance. However scrutineers will be making some random checks to ensure compliance with the regulations. Failure to complete the form in advance will mean that you cannot take part in the event.

Track Activity

Please ensure that you are in the assembly area well in advance of your session. For qualifying you will be released onto the track, timing will have started and use the session as you would usually do. For races you will be released from the assembly area and undertake the start process as relevant below.

Caterhams, Mini's: There will be a 1 minute countdown given in assembly then Caterhams and Minis will do a green flag lap to the grid, once all cars are correctly positioned, 2 x2 grid for Caterhams, 1 x1 Mini's, a 5 second board will be shown then the red lights will be displayed and 2 to 7 seconds after they will be extinguished for the start of the race.

CNC Heads and C1's, will go from the Pit Lane to the grid, once gridded, 2 x 2, they will do a green flag lap and return to the grid once complete for CNC Heads a 5 second board will be shown then the red lights will be put on and will be extinguished 2 to 7 seconds later to start the race. The C 1's the green flag lap is the rolling start lap, cars keep in 2x2 formation, and start racing when the red lights go out to signal the race start.

Legends will have a 1 minute countdown in assembly prior to the rolling (green) flag lap as they approach the lights all cars must be in a 2 x 2 formation and the leaders set the pace, the red lights are extinguished to signal the start of the race. THERE MUST BE NO OVERTAKING OR OVERLAPPING until the start/finish line is passed

Starting Grid, all standing starts will have a 2 x 2 formation, except Minis – 1 x 1.

Start Lights, these are located on the gantry on the left in front of the grid, if there is a light failure the Union Flag will be used.

False Starts are deemed as

- a) Moving before the red light goes out
- b) Out of position from grid markings, ahead or to the side

Penalty 10 seconds onto race time

End of Session, at the end of every session after taking the chequered flag at the line cars complete one lap back into the pit lane and down it into parc ferme without stopping, obeying marshal's instructions

Flags, are there for a reason and must be obeyed

A waved yellow flag means no overtaking and a double waved yellow means the danger is great like a car stopped on the track of marshals on the track.

Green flag once you have passed it racing can resume

Blue flags to indicate a car is following closely, stationary and if waved is overtaking. The onus is on the faster driver to find his way round the slower one, the slower driver should not deviate from their usual racing line

Red flag the session has been stopped, timing has stopped so reduce speed safely, if in qualifying return to the pits, if in the race to the grid which becomes parc ferme

Track Limits

Track limits are to be respected at all times; they will be monitored by Judge of Fact at

- a) Turn 2 Hawthorns
- b) Turn 9 Jim Clark Esses
- c) Turn 11 Sunny Out
- d) Turn 14 Hairpin

For avoidance of doubt

- a) The white line or back edge of the kerb signify track limits
- b) If a driver puts one wheel over either the white line or kerb, then penalties will be applied
- c) During qualifying, all times set on a lap where a track limit infringement occurred will be deleted.
- d) If track limits occur during a race, the following penalties will be applied

2nd occurrence, black and white flag

3rd occurrence, 5 second time penalty

4th occurrence, 10 second time penalty

5th occurrence, drive through penalty

6th occurrence, a black flag will be shown (race exclusion)

All penalties will be shown via signalling boards at the start/finish line

Safety Car

The safety car will be based in pit lane and will emerge onto the circuit on the pit straight. When the safety car is to be deployed waved yellow flags with stationary 'SC' boards will be displayed around the circuit. All cars must slow down on reaching the flags and boards. The safety car will pick up the leader and all cars must remain within 5 metres of the car with no overtaking.

Prior to the resumption of racing the safety car lights will be switched off approximately 2/3rds of the way round the circuit, the safety car will leave the circuit into pit lane after which the race leader maintains the same pace (no speeding up or deceleration) until the green flag is shown at the start/finish line, there must be no overtaking or overlapping until the start/finish line is passed. The safety car will wave cars passed until it has the leader immediately behind it.

Live Recoveries

Croft is licensed to do live recovery at Turn 1 Clervaux only and these will be covered by waved yellow and white flags, please take extreme care under these conditions. All other recoveries will be done under safety car.

Driver Conduct

This is a non-contact sport and all incidents of contact will be investigated, using on board cameras, post chief reports and interviews with drivers. No one should leave the circuit until the protest period is up. If you are involved in an incident you must not leave without the clerk of the course permission.

Drivers have 30 minutes after a session to report an incident to the clerk of the course for investigation

Track limit regulations apply as described within the Motorsport UK Yearbook Q14. Any on-track issues or concerns should be taken to the clerk of the course who is based in race control.

If you stop trackside please follow two simple instructions; a) park your car as close to the marshals post and as close to the barrier as possible and b) you will be approached by a marshal who will be looking for a "thumbs up" signal from you to indicate that you are OK. Once you have given the signal when safe to do so get out of your car and quickly get yourself to a place of greater safety.

Off-Track

The paddock is an area of danger and a 10mph speed limit is in place at all times. Competitors are responsible for the actions of people associated with their entry so please ensure everyone is following the rules and regulations which are in force at this time. Do not use more paddock space than is essential.

Timing

There will be no grid sheets or results produced on paper at the event and you are advised that these can be found on the TSL website at www.tsl-timing.com. You should make sure that you are aware of your grid position before going to the assembly area.

Because all of the timing is done automatically you must have a working transponder fitted or you will not be able to be timed. However, TSL will have a small number of transponders for hire and if you have problems go to the timing room.

Licence Upgrades

There will be no signatures for upgrade issued at the meeting. Those wishing to upgrade should contact Motorsport UK directly providing evidence of their results.

Briefings

Brief are as per the times / location shown in the Final Instructions available on the virtual notice board. https://www.barc.net/online_noticeboard/croft-august-7-8/ Should you have any questions then please see the clerk of the course at the event.

Judicial Process

The judicial rules and regulations are exactly as described within the Motorsport UK Yearbook except that everything will be undertaken electronically rather than producing pieces of paper. Therefore, if you are involved in a judicial hearing a decision will be announce to you and then sent by email to your registered email address.

Protests and appeals can be made in the usual way through either the Secretary of the Meeting or the Clerk of the Course using the electronic form which is available from the Secretary.

Health & Safety

You should follow the BARC Health & Safety Guidelines, which can be found on the BARC website within each of the championship pages, along with any regulations issued by the venue.

Following the Covid-19 pandemic, Motorsport UK and the BARC have set out guidance notes for the restart of circuit racing and through these briefing notes I would like to remind you of some key points.

- Symptoms of coronavirus are persistent cough, high temperature, feeling unwell, breathlessness and a loss of taste or smell. Participants who feel unwell with any of the symptoms of coronavirus, however mild or who feel they may have been exposed to a risk of infection should not attend the event. If someone is already at the event and exhibits any symptoms should leave the venue and call NHS 111
- The best way to prevent the spread of the virus is hand washing which should be done regularly with soap & water or sanitising gel.
- Physical social contact should be avoided and you should minimise the number of people congregating in close proximity. Avoid sharing tools, drinks or water bottles
- Surfaces at events should be wiped down and disinfected regularly
- Social distancing recommendations should be observed, where this is not possible PPE should be used
- There will be limited access to Race Administration and Race Control please comply with any notices.
- All communications will be electronic; telephone or email as registered with your entry

Please remember at all times that you have to take responsibility for your own safety, protecting yourself from the virus by following the guidelines issued in advance and contained within these notes. Should you feel unsafe at any time then you should not take part and if you are at the event return home

Finally

At the end of your session please acknowledge the marshals with a wave

Thank you in advance for following our guidelines and we all hope that you have an enjoyable event.

If you have any questions please contact me (Ray Sumner) at rsumner.barc@gmail.com

Ray Sumner, Senior Clerk of the Course