

**BRITISH AUTOMOBILE RACING CLUB, NORTH WESTERN CENTRE
DRIVER BRIEFING NOTES FOR , CNC HEADS, KUMHO BMW, TIEDEMAN TROPHY, C1's
AND NEW DRIVER BRIEFING**

PLEASE REMEMBER YOUR SELF DECLARATION, IT NEEDS TO BE DONE FOR YOU TO COMPETE

Please ensure you read and understand the following, any questions please ask prior to the first track activity on Saturday. These briefing notes are to be used in conjunction with any championship briefing notes.

Sign on and Scrutineering

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 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

For the location of Race Control, Medical Centre, Assembly Area, Parc Ferme, Access & Egress points and other circuit buildings please refer to the Paddock Plan in the Final Instructions. Note, Race Control houses the Secretary of the Meeting, the Clerks of the Course, the Stewards, Timekeepers and the Media Suite.

Please ensure that you are ready in your car to be called to the assembly area at the advertised time in the timetable

For qualifying you will be released from the Assembly Area into the Pit lane thence onto the track, timing will start when the lights at the end of the pit lane go green.

In qualifying if you are on a slow lap use your mirrors and observe blue flags and do not compromise anyone on their quick lap.

You must complete a minimum of three laps in qualifying to guarantee qualification for your race.

The Pit Lane speed limit is 60kph and will be strictly enforced. The start and end points are marked with boards.

For races you will be released from the assembly area and into the Pit Lane then onto the Track behind the Safety Car to via Fosters to the grid, during this lap the Safety Car will set the pace: **DO NOT GO ROUND THE INTERNATIONAL CIRCUIT**

- Drivers must keep their Cars in formation with no overtaking. Keep up with the car in front and do not allow a large gap to develop.
- Drivers must keep their Cars at (or as close as possible to) the speed of the Safety Car.
- No practice starts may be executed during the course of the Formation Lap.

Any Driver unable to join the train of Cars following the Safety Car shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane exit on the first lap, but shall only do so under the instructions of the Marshals of the Pit Lane.

Cars will be gridded and when this is done the 1 minute board, 30 second board will be shown followed by the green flag.

CNC Heads, Kumho BMW, Tiedeman Trophy on return to the grid the following procedure will be followed, once the grid is formed a 5 second board will be shown followed by the red lights, the signal to start racing is the lights going out after 2 to 7 seconds. In the case of a light failure the Union Flag will be used.

The Starting lights gantry is on the right hand side of the track

Starting Grid will be a 2 x 2 formation for CNC & Kumho, Tiedeman will use a 1 x 1 grid

False Starts are deemed as:

- Moving before the red light goes out
- Out of grid box markings i.e. In front of or to the side of it

The Penalty is a 10 second race time penalty

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For C1's the green flag signifies the start of the rolling lap behind the Safety Car which will slow up Clay Hill and all cars should get into 2 x 2 formation ready for the rolling start. The safety car will extinguish its lights to signify we are going for a start at Warwick Bridge. Cars keep in formation until the Red Light on the gantry is extinguished to denote the start.

At the end of the session Competitors will take the chequered flag, do one complete lap, DO NOT use the Fosters Circuit, and enter the pit lane and proceed to Parc Ferme following marshal's instructions. Helmets and seat belts must be kept on until you are in Parc Fermé.

Pit exit

Please take extreme care when exiting the Pit Lane. When leaving the pits drivers must stay to the right of the line at the pit exit. Please note the extent of the line. Do not move over onto the racing line too quickly

Track Limits

Track limits are to be respected at all times, they will be monitored by Track Sensors or Judge of Fact at:

- Exit of Old Hall
- Exit of Cascades
- Exit of Lodge

All reports from the Judges of Fact are treated as fact and will be acted upon by the Clerk of the Course and penalties will be applied.

For the avoidance of doubt

- The white line or back edge of a kerb signify the track limit.
- If a driver puts one wheel over either the white line or a kerb, then penalties will be applied.
- Track limit cameras or Judges of Fact will be used to determine Track Limits.
- During Qualifying, all times set on a lap where a track limit infringement occurred will be deleted.
- If Track Limits occur in a Race, the following penalties will be applied:
 - 2nd occurrence – black and white warning flag.
 - 3rd occurrence – A 5 second time penalty will be applied.
 - 4th occurrence – A 10 second time penalty will be applied.
 - 5th occurrence – A Drive-Through penalty will be issued.
 - 6th occurrence – a black flag will be shown (race exclusion).
- Penalties will be shown via the signalling boards at the Start/Finish line and the Digiflags.

There is a chicane at Knickerbrook, if you use the old circuit go through the plastic blocks and re-join in a safe manner. If you are deemed to have gained an advantage by using old circuit or cutting the grass, you will be penalised

Racing Incidents

Racing is a non-contact sport and all incidents will be investigated by the Clerk of Course, and are done so using any of the below:

- Interviews with drivers.
- On-board cameras
- Post Chief reports (if available).

Drivers are not permitted to leave the circuit until the protest period has ended and if involved in an incident permission from the clerk of the course must be sought.

Drivers have 30 minutes after a session to report an incident to the Clerk of Course for investigation.

Breakdowns

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.

There is only provision for "snatch" at this race meeting under the safety car.

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If you receive mechanical outside assistance (tow or snatch) during Qualifying or Races, you cannot take any further part in that session (this includes Red Flagged sessions).

If you have broken down, and are being towed back, then you must keep your helmet on.

Circuit Flags & Lights

Please familiarise yourself with the location of the Flag Points and Light Boards around the circuit. Please note some of the Light Boards do not match the location of the Flag Points, however they both carry the same authority

Yellow Flags

Competitors are reminded that waved yellow flags are a warning of danger and may mean that there is a car stopped beside or partly on the track.

A double waved yellow means that there is car on or partly blocking the track or marshals working trackside.

When either of the above is shown, drivers are required to slow down.

Blue Flags

A waved blue flag in the race will normally only be shown to a car about to be lapped.

With mixed Classes it is important that slower cars use their mirrors to monitor fast approaching cars especially when Blue Flags are displayed.

The slower car must give way at the earliest opportunity. All drivers should remember that it is the faster driver who needs to find a way around the slower driver – i.e. the slower driver SHOULD NOT deviate from their usual racing line.

Cameras

The circuit has full camera coverage, these can be used to monitor driving standards during the qualifying session & races.

Safety Car

The Safety Car will be based in the pit lane and will emerge onto the circuit after the first corner, 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 immediately on reaching the flags and boards. The Safety Car will then pick up the leader and all cars must remain within five metres of the car in front.

Prior to the resumption of racing the Safety Car lights will be switched off approximately 2/3rds of the way round the circuit, when leaving the circuit the Safety Car for the restart will enter the pit lane. Please note that there must be no overtaking until you have passed the green flag at the finish line.

It is the responsibility of the race leader to dictate the pace of traffic before the restart with no deceleration

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.

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

There will be no driver briefings at the event, reading these notes is adequate briefing in itself. If you have any questions, please send an email to the clerk of the course prior to the event at:

rsumner.barc@gmail.com

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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 announced 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 after informing the secretary of the meeting.

And finally

At the end of your sessions please acknowledge the marshals with a wave.

If you have any questions please contact me (Ray Sumner) at rsumner.barc@gmail.com 07816 839710

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

R Sumner Senior Clerk BARC NW