

Dunlop Mini Winter Challenge
Brands Hatch 13th & 14th November 2021
Clerk of the Course – Luke Caudle

1. **Welcome to Brands Hatch Indy for the Dunlop Mini Winter Challenge.**

This emailed briefing will outline the standard points you need to remember when racing at Brands Hatch.

PLEASE MAKE SURE YOU ATTEND THE DRIVERS BRIEFING AT HAILWOODS ON SATURDAY MORNING AT 08:40 WHERE I WILL BE COVERING SOME FURTHER INFORMATION INCLUDING THE CLASS GRIDS AND STARTS

Please NOTE from previous meetings.... I want to see all drivers giving each other racing room – Whether you're the overtaking car or the car being overtaken you need to use your mirrors and give each other space.

2. **Scrutineering**

As part of the signing-on process you will have submitted your car and safety equipment information, self-declaring your compliance with Motorsport UK regulations.

This information will be passed to the Chief Scrutineer ahead of the weekend, and the scrutineers of the meeting will have the power to perform spot checks throughout the event, to ensure compliance with all relevant regulations.

Please note that the standard Motorsport UK penalties continue to apply for non-compliance.

3. **Qualifying procedure**

Qualifying will start from the Assembly Area which will be at the end of the garages in the inner paddock area. Please listen for announcements over the paddock PA system and be ready in the Assembly Area in good time.

You will be noise tested in the Assembly Area so please ensure you allow enough time.

OBEY THE LIGHTS AT THE PIT LANE EXIT. Do not proceed onto the circuit if they are red.

Please keep to the RIGHT of the **blend line** at the Pit Exit

4. **Race Procedure**

Please be ready in the Assembly Area before your session starts.

You will be called ahead of schedule, so listen for announcements on the paddock PA system. You will need to be in the assembly area 20 minutes before the stated session start time.

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The marshals will park you in grid order and your cooperation is essential. From there you will proceed directly onto the grid – not through pit lane

Be aware that recovery vehicles and marshals may be working.

GRID FORMATION: will be discussed on Saturday morning at the briefing in Hailwoods

Please see the Grid on the TSL website to make sure you know where you're starting.

5. Race start procedures

Standing start (with formation lap): When all cars are in position on the grid the countdown will commence at the one-minute signal followed by the "30 SECONDS" board, and then the green flag will be displayed for the start of **one green flag lap** (occasionally two, if notified, in adverse weather conditions).

On returning to the grid, when all cars are in position, the "5 SECONDS" board will be shown.

Note: cars must be square in the grid box; this will be monitored.

Five seconds later the red lights will be switched on at the start line. The race starts when the red lights are switched off (if there is a failure of the lights the starter will use the national flag).

6. Flag and light signals

Control Flags will be shown from the start/finish line on the driver's right-hand side.

Yellow Flags:

Single, waved: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

Double, waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

For the safety of the marshals who may be trackside, please respect the yellow flags.

Blue Flags: Please watch for blue flags around the circuit. It is the responsibility of the following, faster car to pass safely and without making contact. The slower car should not suddenly change direction.

Red Flags: The session has been stopped. During qualifying, please return to the pit lane and await instructions. During a race, please proceed at **significantly reduced speed** towards the start line but stop before the grid to allow space for a restart, if time allows. If you are directed off-circuit then assume Parc Fermé conditions apply unless instructed otherwise.

There are additional **light signals** at Brands Hatch and these lights have the same meaning and authority as the flags.

If in doubt please refer to Motorsport UK regulation Q15.1

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7. **Safety Car**

The Safety Car is only available during the races. Its stand-by position is Cooper Straight, apart from the first lap where it will wait on turn 1 for you to come round.

Note that on seeing the Safety Car (SC) boards and yellow flags on circuit, you should slow down progressively, cease racing and no longer overtake. Do not wait until you see the Safety Car itself to slow down.

Once the circuit is clear the Safety Car will turn off its lights around Cooper Straight and enter the Pit Lane. At this point, the lead driver will assume the role of safety car. There is to be no overtaking or overlapping of another car until you have passed the control line – remember this is the start line – which is where the race resumes.

8. **Track limits:**

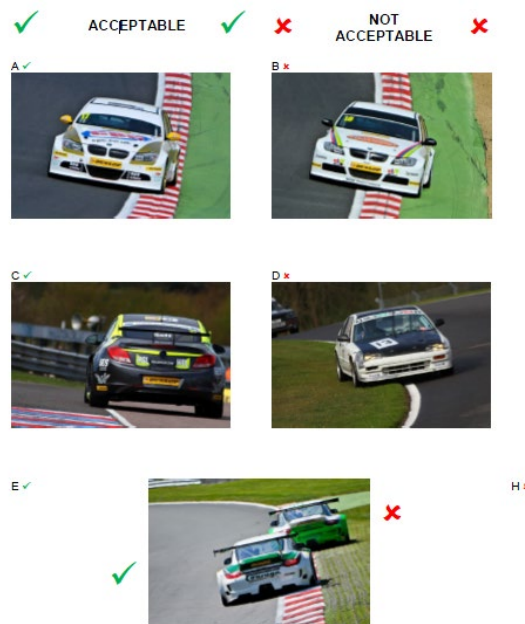
Please respect the track limits regulations:

MSUK Regulation Q12.21.2.

Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- (a) The white lines defining the track edges are considered to be part of the track.
- (b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb, or goes beyond the white line where there is no kerb.

Lap times can be removed during qualifying and a sliding-scale of penalties can be applied during the race.



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9. **Conduct on circuit**

Avoidable contact will NOT be tolerated. Penalties may be applied in the event of any avoidable contact.

Re-joining the circuit - please remember it is not an automatic right to re-join on the racing line if you leave the circuit. Keep your eyes open, check before re-joining the circuit and give other cars enough room.

10. **Live snatch**

There will be NO Live Snatch operated at this meeting, therefore, any car needing to be removed from a dangerous position will require either a safety car intervention or the session to be stopped.

11. **Retiring on circuit**

If you realise your car has a problem, please try to return to the pit lane. The only exception to this is if you think the vehicle may be dropping fluid; in this case try to pull over onto the grass in a safe area, as close to the barrier and a marshal post as possible, and as soon as possible. When approached by a marshal, please give the “**thumbs up**” signal to confirm you are ok and follow the marshal’s instructions. Failure to give the “**thumbs up**” is likely to result in the medical unit being dispatched and the session interrupted, or even stopped completely.

If you do have to abandon the car please **comply with marshals’ instructions** and move to a safe area. Do not return to the paddock - you may be requested to assist if the car requires a tow.

If you are in an accident, the marshals will approach you from the head-on direction – if you are OK and able to exit the vehicle please show them a clear “**thumbs up**” gesture. If they don’t see this, further support (medical and/or rescue intervention) will be requested.

12. **Qualifying/Race End**

At the end of qualifying and races the chequered flag will be displayed at the finish line. Proceed around the circuit and leave at post 9 (entry to turn 4) – Turn right off the circuit – down pit lane and straight to parc ferme. Please see the BARC finals to see a diagram of this.

Any car in the pit lane at the end of qualifying will need to be pushed to Parc Fermé.

Be aware that marshals may be trackside to signal you in.

13. **Parc Fermé**

Parc Fermé is in the outer paddock – please head down pit lane through the tunnel and straight into parc ferme.

No team members are permitted in Parc Fermé unless invited by the scrutineer.

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Podium finishers will be escorted to the podium (cars remain in Parc Fermé conditions) and must return to Parc Fermé after the ceremony.

14. Judicial process

The judicial process will follow MSUK regulations. Should there be a need to investigate any reported incident, drivers will be called to Race Control. If a full hearing is to be held, all parties will be invited to the championship judicial area. Any competitor under the age of 18 must be accompanied by the Guardian who countersigned the sign-on document.

Protests and appeals will need to be submitted by email to the Secretary of the Meeting, with myself (Luke Caudle) as Clerk of the Course, copied in on the email addresses below. Payments will need to be made by electronic means to MSUK as detailed on the form; cash payments will not be accepted.

Before leaving the circuit, please contact myself via your coordinator to confirm there are no outstanding judicials that may require your presence. If you do leave without checking, then any judicial hearing may be held in your absence.

15. Result

All results will be published on the TSL website. There will be no paper copies produced.

16. And finally...

- At all times, drive within the limits of both your capability and that of the car
- Be aware of what is happening around you
- Give each other racing room
- If you have any questions, I will be based in race control
- Have a safe and enjoyable weekend!

Luke Caudle, Clerk of the Course

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