

**BRITISH AUTOMOBILE RACING CLUB, NORTH WESTERN CENTRE**  
**DRIVER BRIEFING NOTES FOR , CNC HEADS, CATERHAM GRADUATES,**  
**KUMHO BMW 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.

### **Sign on and Scrutineering**

Sign-on will be done electronically as usual and scrutineering will be 100% physical as done all season

### **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, please remember we can run up to 20 minutes ahead of the published 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 checked and penalties applied

For **CNC Heads and Kumho BMW** races you will be released from the assembly area and into the Pit Lane then onto the Track behind the Safety Car to complete a lap via Fosters to the grid behind the Safety Car

- 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 Laps.

When all cars have completed the formation lap there will be a countdown of 1 minute, 30 second to the green flag lap, on return to the grid a 5 second board to the red lights will be shown and 2 to 7 seconds later they will be extinguished for the race start

For **Caterham** races cars will be given a 1 minute, 30 second countdown in assembly prior to a green flag lap to the grid. Once the grid is formed a 5 second board will be shown prior to the red lights being displayed and they will be extinguished 2 to 7 seconds later for the race start

The **Kart** races will have a rolling lap from assembly and their race will start when the red start lights are extinguished.

Any driver unable to join the train of cars following the Safety Car (CNC/Kumho) or the green flag lap (Caterham) 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.

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Start Lights, these are located on the gantry above the grid on the R.H.S of the grid, if a light failure occurs a flag signal start will be used after all have been informed.

Starting Grid will be a 2 x 2 formation

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

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 (Turn 1) L.H.S.
- Exit of Cascades (Turn 2) R.H.S.
- Exit of Lodge (Turn 7) L.H.S.

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:
  - 2<sup>nd</sup> occurrence – black and white warning flag.
  - 3<sup>rd</sup> occurrence – A 5 second time penalty will be applied.
  - 4<sup>th</sup> occurrence – A 10 second time penalty will be applied.
  - 5<sup>th</sup> occurrence – A Drive-Through penalty will be issued.

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- 6<sup>th</sup> 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.

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.**

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### **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](http://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**

Upgrade signatures can now be obtained, please leave your upgrade card with the Event Secretary

### **Briefings**

Driver briefing notes will be on the Noticeboard but also check for face to face briefing times on the Noticeboard and in the finals

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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

**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

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

Ray Sumner, Senior Clerk of the Course.