



# **Brands Hatch Indy – 8/9 April 2023**

## **BRIEFING NOTES**

**Event:** British Truck Race Meeting

**Date & Venue:** Brands Hatch Indy 8/9 April

**Subject:** DRIVERS BRIEFING NOTES – OT Publishing Hyundai Coupe Cup

**Senior Clerk of the Course:** Vickie MacClinton

**Clerks of the Course:** Josh Bennett & Jack Cozens

---

### **CIRCUIT INFORMATION**

Lap length: 1.027miles (1944 meters), Clockwise

Start line and Finish line is located on the Brabham Straight. Pole position: Standing Start on the right.

Speed limit in pit lane: 60 km/h (38mph) – Please be aware of where the speed limit starts and ends.

SC Standby Positions: Cooper Straight

Start lights are on the gantry above the track Warning flags will be shown at the control line

Final Instructions -Please make sure you are familiar with the final instructions before attending the meeting - <https://www.barc.net/wp-content/uploads/2023/03/HQ02-Finals-Brands-Hatch-8-9-Apr-2023-v1-Published-31-03-2023.pdf>

Official Notice Board - [https://www.barc.net/online\\_noticeboard/2023-brands-hatch-indy-april-8-9/](https://www.barc.net/online_noticeboard/2023-brands-hatch-indy-april-8-9/)

### **SIGNING ON**

You will have signed on advance of the event via the BARC Alpha System. If you have not signed on you will not be allowed on circuit for qualifying.

### **TIMETABLE (The current timetable can be found on the BARC website and is subject to change)**

TIMES ARE GREEN FLAG TIMES – Make sure you are in assembly area in good time, the club will not wait for late comers

### **ENGINE/NOISE**

Engines must not be run before 08:15 on Saturday, 09:15 on Sunday & after 18:45 on either day The noise limit at this event is 105dB (static).

### **QUALIFYING**

For qualifying, all vehicles will need to go to the Assembly Area where noise testing will be carried out before being released via the pitlane onto the circuit.

At the end of qualifying and races, cars will exit the circuit at the end of Cooper Straight at Post 9, prior to Turn 4, and enter Parc Ferme.

As per the MSUK Yearbook regulation Q12.21.1 If you wish to travel slowly to get a clear lap, this MUST be done without hindering another competitor in any way whatsoever. Please make use of your mirrors.

Weaving using more than 50% of the track to heat tyres is not permitted.

At the end of the session, you will take the chequered flag, proceed around the circuit at reduced speed without stopping and enter Parc Fermé via the pitlane.

### **RACING**

All races will be gridded up in the Assembly Area and released on to the circuit where you will take your correct starting position – It is your responsibility to make sure you are in the correct position. For the avoidance of doubt the front bumper must not pass the grid line. (Not the wheels)

Once all drivers are stationary there will be a one-minute countdown; 30 second board and then the cars will be waved away for the Green Flag lap. You the driver must maintain grid position on this lap as failure to do so may result in a penalty. Once this lap is completed, the 5 second board will be shown and then the red lights will be switched on and anytime time between 2 and 7 seconds the red lights will then be switched off – signalling the start of your race.

At the end of the race, you will see the chequered flag, proceed round the circuit and leave the track at the end of Cooper Straight as per qualifying.



## **Brands Hatch Indy – 8/9 April 2023**

### **BRIEFING NOTES**

#### **SAFETY CAR**

The Safety Car, if deployed, will enter the circuit from Cooper Straight. – See track map in the final instructions if required. Waved yellow flags and “SC” boards will be displayed around the circuit. The Safety Car will endeavor to pick up the leader and you must remain within five car lengths of the car in front.

When the Safety Car is about to be withdrawn, the lights will be switched off approximately 2/3rds of the way around the circuit.

It is then the leader’s responsibility to dictate the pace before the restart.

**No overtaking or overlapping until you have passed the green flag at the control line.**

**It is important you understand the MSUK Yearbook regulations on Safety Car – see Q Appendix 3**

#### **LIVE SNATCH**

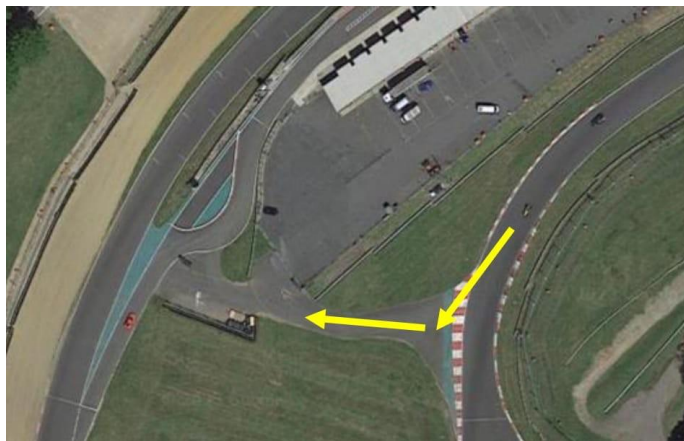
We have the option to live snatch at this event but I will only do this if I feel it is safe to do so.

#### **FLAGS / LIGHT PANELS / SIGNALLING**

Signalling lights/light panels exist at strategic parts of the circuit, to supplement flag signals. These signalling lights/light panels will carry the same authority and jurisdiction as flag signals. Therefore, breaches of signals given by Light Signals or Light Panels will be treated in the same way as breaches of flag signals and hence dealt with in accordance with the NCR’s, notably C.1.1.6., G.5.3.2., Q.12.24.3. and Q.12.24.5

#### **END OF TRACK SESSION PROCEDURE**

At the end of each track session be it qualifying or the races, all vehicles must slow down after taking the chequered flag and leave the circuit via the Cooper Straight (See image below). Parc Fermé is mandatory unless directed otherwise. No team personnel are permitted to enter Parc Fermé unless invited by a scrutineer



#### **TRACK LIMITS**

The attention of Competitors is drawn to the current Motorsport UK regulations regarding track limits. Track limits will be monitored around the circuit and particularly at turns 1 (Paddock), 2 (Druids), and 3 (Graham Hill).

A driver will be judged to have left the track if any wheel of the vehicle goes completely beyond either the outer edge of any kerb or the white line where there is no kerb.

The following penalties will be applied:

**In qualifying sessions:** The lap time on which the breach occurred will be disallowed for the purposes of establishing grid order for the relevant race but will still count towards the minimum number of laps required to qualify for the relevant race.

**In race sessions:** A first breach will be noted. A second breach may, if possible, result in the driver being shown the Black & White flag. A third breach will result in the driver receiving a 5-second time penalty. Further breaches will result in additional penalties.



## **Brands Hatch Indy – 8/9 April 2023**

### **BRIEFING NOTES**

#### **DRIVING CONDUCT**

All reported incidents will be investigated. DO NOT leave the circuit until you have been cleared to leave via Rhea on the MINI CHALLENGE WhatsApp Group message or you have checked Rhea or myself.

#### **PROTEST & APPEALS**

The protest and appeal forms can be found on the MSUK website under the heading Resource Centre. All protests and appeals must be submitted within the correct time limits and forwarded to myself and the event secretary. Protest will be dealt with in the order we receive them, however this is subject to change if required.

#### **DRIVERS SIGNALLING TO MARSHALS**

If you are involved in an incident you should indicate to the marshals if you are OK by signalling with a thumbs-up at the front of your vehicle. If you can safely exit your vehicle, do so and then stand in a suitable/safe location

#### **RED FLAGS & LIGHTS**

When seeing a red flag or light you should stop racing, slow down and be prepared to take avoiding action or stop.

Qualifying – Proceed round the circuit, enter the pitlane and wait for further information – You may be directed to Parc Fermé or permitted to line up at the pit exit to resume the session (NO working on the cars without permission from an official whilst under red flag conditions)

Racing – Proceed around the circuit and stop short of the grid and await instructions from the marshals.

#### **YELLOW FLAGS & LIGHTS**

You are reminded that Yellow Flags are a warning of danger, slow down and be prepared to take avoiding action or stop.

#### **BLUE FLAGS & LIGHTS**

These will normally be shown to a car that is about to be lapped, this car must give way at the earliest opportunity

#### **BLACK & ORANGE FLAG & LIGHTS**

Technical issue with your car - you must come into the pits on the next lap – only use pitlane entrance

**TECHNICAL PROBLEMS:** If you have a mechanical problem, pull off in a safe location. Do not continue round the circuit with the risk of leaving oil on the track.