



**Classic Touring Car Racing Club Drivers' Briefing**  
**Brands Hatch Indy Circuit**  
**22/23 April 2023**

**Event:** BARC Race Meeting HQ04  
**Date:** 22/23 April 2023  
**Venue:** Brands Hatch Indy Circuit  
**Senior Clerk of the Course:** Vickie MacClinton  
**CTCRC Clerk of the Course:** Andrew Outterside  
**Clerk of the Course:** Mike Heath  
**Deputy Clerk of the Course:** Darren Holmes

**Subject:** DRIVERS BRIEFING

**Date:** Saturday 22 April 2023

**Briefing Location:** Briefing Room (adjacent to Race Admin – inner paddock)

**Briefing Times:** There are four briefings, and all are post qualifying on Saturday:-

11:00 – Jaguar / Pre 83  
12:15 – Thunder  
12:45 – Pre 66  
13:15 – Pre 93 / Pre 03 / BOSS

**New Drivers Briefings:** Any novice drivers, or drivers who have not raced the Brands Indy circuit before, **must report to the Clerk of the Course BEFORE THEIR QUALIFYING SESSION**. They are also required to attend the relevant Drivers Briefing referred to above and make themselves known to the Clerk of the Course giving the briefing.

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**WELCOME and INTRODUCTIONS**

On behalf of the BARC, welcome to Brands Hatch for the second meeting of the season.

My name is Andrew Outterside and I am your Championship Clerk of the Course and will be joined this weekend by Darren Holmes (who was with us at Silverstone) and Mike Heath.

This briefing assumes you have read the Final Instructions – it does not replace them. If you need to access the Final Instructions, they are published on the BARC Event Information page for the meeting, via this link:-

<https://www.barc.net/event/barc-race-meeting-brands-hatch-2/>

This page also includes links to the Live Stream (when available), Timing and Results, Timetable, and the Online Noticeboard. The Noticeboard displays Briefing Notes, Bulletins, Published Results and Judicial Decisions.

For some of you this will be your first race for many months. **Please take your time to get back into racing.**



**ISSUES AT THE LAST MEETING**

Before going through some key operational points for this meeting I would just like to review a number of issues that arose at our first meeting of the season at Silverstone GP.

- Generally good driving in difficult circuit and weather conditions
- Evidence of some rustiness:-
  - Not slowing for flags – both red and yellow
  - Missing chequered flag
  - Not returning to pits (red flag in qualifying)
  - Not maintaining formation on a rolling start – holding back and wide positioning
  - Overtaking / Overlapping before control line – at the end of the Safety Car period
  - Not making allowance for the characteristics of cars in different classes - mixed grids
  - Camera not fitted / Camera not recording (see more on this below)
  - Failure to attend a Mandatory Briefing
- Summary of Judicial Action and Penalties

<b>CTCRC Judicial Summary - Silverstone GP</b>		
<b>Incident</b>	<b>Action Taken</b>	<b>Penalty</b>
Causing a Collision	Disqualified From Race	4 points
Causing a Collision	Formal Reprimand	2 points
Causing a Collision	Formal Reprimand	2 points
Causing a Collision	Verbal Warning	0 points
Failure to comply with Yellow Flags	Verbal Warning	0 points
Gaining an Unfair Advantage	Race Time Penalty	9 seconds
Exceeding Track Limits	Race Time Penalty	15 seconds
Exceeding Track Limits	Race Time Penalty	5 seconds
Non-Attendance Drivers' Briefing <b>x7</b>	Fine	£50

- Informal Reporting

A number of drivers took advantage of reporting incidents. Two of the incidents had not been officially reported and both reports resulted in judicial action being taken against other drivers who were considered to be at fault.

- Camera Issues

There was widespread non-compliance regarding both the fitting of cameras and availability of footage where a camera was fitted. In a number of instances this hindered the process of investigations, delayed decisions and disadvantaged the competitors (by failing to corroborate their recollection of an incident).

**A working forward facing camera is mandatory per Regulation 2.13 of the 2023 Classic Touring Car Racing Club Championship Regulations.** It states:-



***“At least one working forward facing Camera must be fitted to vehicles and that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course, Stewards and Championship organisers may make use of any such footage in reaching their decisions on any judicial matters.”***

Evidence from cameras is an important part of the process of investigating incidents and officials often make use of any such footage in reaching their decisions on judicial matters.

If you are called to see the Clerk about an incident that you were involved with or wish to make an informal report of an incident, please bring your SD video card and a device (laptop/tablet) to display relevant footage.

Given the widespread non-compliance judicial action was not considered appropriate, however **PLEASE NOTE that with effect from the Brands Hatch meeting on 23/24 April 2023, the following will take place:-**

- Following both qualifying and racing the Scrutineer will carry out checks in parc ferme to confirm a camera is fitted. Failure to have a camera fitted will result in the vehicle being disqualified from the relevant session for non-compliance with CTCRC Regulation 2.13.

In addition, **PLEASE NOTE prior to the Castle Combe meeting on 10/11 June the CTCRC along with BARC will consider and notify competitors of additional procedures along with penalties that will apply if a competitor is not able to provide camera footage.**

### **CIRCUIT INFORMATION**

Lap length: 1.208 miles (1.944 km).

Direction: Clockwise.

Pole position: Rolling Start – on RIGHT

Standing Start – on RIGHT

Assembly area: At the end of the service road behind the pit garages.

Start line / Finish line / Control Line: Just before the start gantry.

Pit lane entry: On driver's right on the exit of Clearways (keep right around Clearways if accessing the pits).

Pit lane speed limit: 60 km/h (38mph) – please be aware of where the speed limit starts and ends.

Exiting the pits: Keep to the right of the solid white blend line.

Start lights: Located on the gantry above the track.

Warning flags / signals: Will be shown at the finish / control line.

### **TIME SCHEDULE**

We have five grids. There are 15-minute qualifying sessions, the races on Saturday are 15 minutes and 20 minutes on Sunday.

The **TIMES BELOW ARE GREEN FLAG TIMES**, NOT START TIMES – please make sure you are in the assembly area in good time. We cannot wait for late arrivals. If you are delayed for the race, you may be permitted to start from the pit lane following the start of the first racing lap.



Your scheduled sessions and times (v2.2 timetable) are currently:-

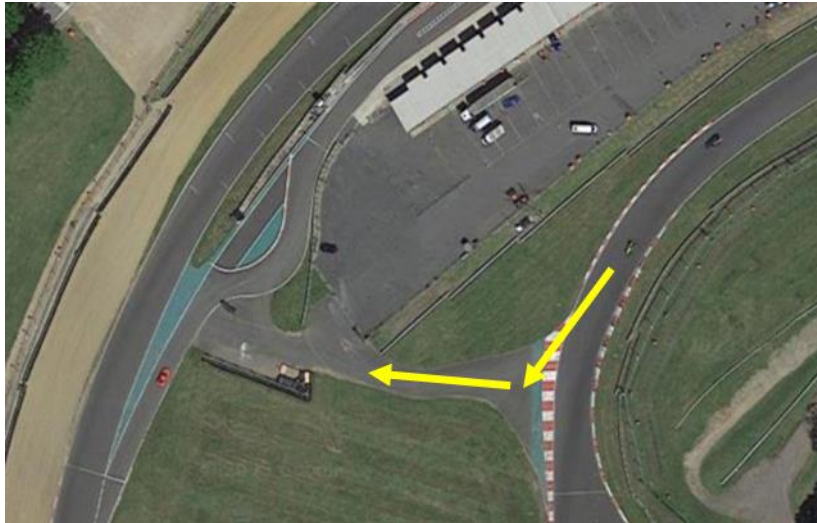
- **Jaguar**
  - Qualifying 09.00 - 09.15 (15 minutes)
  - Race 1 (Saturday) 12:05 - 12:20 (15 minutes)
  - Race 7 (Sunday) 11:10 - 11:30 (20 minutes)
  
- **Pre 83**
  - Qualifying 09:25 - 09:40 (15 minutes)
  - Race 2 (Saturday) 13:05 - 13:20 (15 minutes)
  - Race 8 (Sunday) 11:45 - 12:05 (20 minutes)
  
- **Thunder**
  - Qualifying 10:50 - 11:05 (15 minutes)
  - Race 3 (Saturday) 13:35 - 13:50 (15 minutes)
  - Race 9 (Sunday) 12:20 - 12:40 (20 minutes)
  
- **Pre 66**
  - Qualifying 11:15 - 11:30 (15 minutes)
  - Race 5 (Saturday) 16:30 - 16:45 (15 minutes)
  - Race 10 (Sunday) 13:25 - 13:45 (20 minutes)
  
- **Pre 93 / Pre 03 / BOSS**
  - Qualifying 11:40 - 11:55 (15 minutes)
  - Race 6 (Saturday) 17:00 - 17:15 (15 minutes)
  - Race 11 (Sunday) 14.30 - 14.50 (20 minutes)

## **QUALIFYING**

All cars will proceed to the assembly area where noise testing will be carried out. Competitors will be released from the assembly area to start their qualifying session.

If you wish to travel slowly to get a clear lap, this **MUST** be carried out without hindering another competitor. Please make use of your mirrors. Using more than 50% of the track to warm tyres is not permitted.

At the end of the session, competitors will take the chequered flag, proceed at reduced speed, and will exit the circuit (driver's right) at the end of Cooper Straight by Post 9, prior to Turn 4, and enter Parc Fermé (see image below). **DO NOT continue around the circuit and enter the pit lane.**



Follow the instructions of officials as to whether cars are required to enter the inner paddock Parc Fermé or are directed to the outer paddock Parc Fermé.

Any competitor unable to complete three full laps in qualifying must report to the Clerk of the Course.

The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Any Competitors who did not finish the first race may start the second from the rear of the grid in reverse order of retirement. **There will be no segregation of the classes on mixed grids.**

### **RACING - START PROCEDURE**

The Thunder grid will be a rolling start. The four remaining grids will be standing starts. The procedures applicable to each are set out below:-

#### **ROLLING START – Thunder**

- Access to the circuit will be via the assembly area.
- Cars will be released from the assembly area and take their position on the grid in 2 x 2 formation.
- When all cars are in position the countdown will commence with 1 minute and 30 second boards shown followed by a waved green flag.
- **To assist with tyre warming there will be two green flag laps. PLEASE NOTE - the race timing will start when the lead car commences the second green flag lap.)**
- Cars will then follow the Safety Car maintaining formation – **do not fall back from the car ahead.** Please note using more than 50% of the track to warm tyres is not permitted.
- If we are happy with the formation and there are no incidents the lights on the Safety Car will be extinguished along the Cooper Straight to indicate that the race is due to start.
- The Safety Car will depart and enter the pit lane. **The driver of the car in pole position then becomes responsible for maintaining the original pace of the Safety Car and all competitors will remain in close formation as the cars approach the start line.**
- The signal to start will be the red lights going out on the start line. In the event of a light failure, the signal to start may be given by the downward motion of the national flag.



- If the Safety Car stays out and / or the red lights stay on, this indicates that the start has been aborted. The cars will proceed around the circuit and reattempt the start with the car in pole position performing the role of the Safety Car.
- Any car considered to be out of position i.e., not in grid formation and/or not maintaining the appropriate gap to the car in front, will be subject to a race time penalty of 10 seconds.

Any car removed from the grid or driven into the pits on the green flag lap shall be held in the pit lane and may start the race after the last car to take the start grid has passed the start-line or pit lane exit, whichever is later.

Any driver unable to start the green flag lap is required to indicate their situation by raising an arm vertically or opening a door.

Any driver unable to maintain their grid position on the green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid.

#### STANDING START – Jaguar and Pre 83 and Pre 66 and Pre 93/Pre 03/BOSS

- Access to the circuit will be via the assembly area.
- Cars will be released from the assembly area and proceed to the grid, taking their position on the grid.
- When all cars are in position the countdown will commence with 1 minute and 30 second boards shown followed by a waved green flag.
- The cars will proceed on their green flag lap at good speed, please note using more than 50% of the track to warm tyres is not permitted.
- At the end of the green flag lap the cars will form up on the grid again in their correct positions.
- Once the grid is complete the 5 second board will be shown on the start gantry.
- The red lights will be switched on 5 seconds after the 5 second board is withdrawn.
- The race will start when the red lights are extinguished (between 2 and 7 seconds later).
- In the event of any starting lights failure the Starter will revert to use of the national flag. The race will start on the downward motion of the national flag.
- Any car considered to be out of position on the grid will be subject to a race time penalty of 10 seconds.

#### **N.B. on the combined Pre 93/Pre 03/BOSS grid, all cars will start on the lights.**

Any car removed from the grid or driven into the pits on the green flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.

Any driver unable to start the green flag lap or start the race is required to indicate their situation by raising an arm vertically or opening a door.

Any driver unable to maintain their grid position on the green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.



## **RACE FINISH – EXIT FROM CIRCUIT**

All competitors will take the chequered flag, proceed at reduced speed, and will exit the circuit (driver's right) at the end of Cooper Straight by Post 9, prior to Turn 4, and enter Parc Fermé (see image earlier under QUALIFYING on page 5). **DO NOT continue around the circuit and enter the pit lane.**

Follow the instructions of officials as to whether cars are required to enter the inner paddock Parc Fermé or are directed to the outer paddock Parc Fermé.

## **FLAGS / LIGHTS**

Light panels supplement flags at this circuit and have the same meaning.

### **Red flag / lights:**

- **IN QUALIFYING - return to the pit lane**, following the directions of the marshals at all times.
- **IN RACE - return to the grid**, stopping short to enable formation of any revised grid, following the directions of the marshals at all times.

### **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. Lights have the same meaning as flags.

### **Black + Orange flag / lights:**

- You must come into the pits on the next lap.

## **LIVE SNATCH**

The Clerk of the Course has the option to carry out a "Live Snatch" under Safety Car conditions. Should this occur please exercise extreme caution, there may be marshals and recovery vehicles on track.

## **SAFETY CAR PROCEDURE**

Waved yellow flags and "SC" boards will be displayed around the circuit. All cars must reduce speed and form a tightly packed line, with each car no more than five car lengths apart (except for the leader who will leave a sufficient gap to the car ahead to allow the Safety Car to join the circuit).

The **Safety Car will enter the circuit (on driver's right) approximately halfway along the Cooper Straight**. It will endeavour to pick up the leader, however in some instances it may be necessary for the Safety Car observer to wave vehicles past to pick up the leader. You may only pass the Safety Car if directed to do so.

When the Safety Car is due to be withdrawn, the lights on the Safety Car will be switched off. It is then the leader's responsibility to dictate the pace of traffic before the restart.





## REMEMBER

**There is No Overtaking or Overlapping until you have passed the green flag at the control line**

### TRACK LIMITS

Track limits will be monitored around the circuit and particularly at the **exit of Paddock Hill, Druids and Graham Hill bends.**

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

In **QUALIFYING**, any breach of the track limit regulations will result in the deletion of the corresponding lap time, irrespective of whether the lap time is the fastest or not.

In **RACES**, 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 per MSUK Regulations.

### TECHNICAL PROBLEMS AND INCIDENTS

If you have a mechanical problem, pull off the circuit in a safe location (do not continue round the circuit with the risk of leaving oil on the track as this will affect other races). Exit the vehicle, if safe to do so and unless told otherwise by a marshal and move to a place of safety away from the vehicle i.e., behind a barrier. A “thumbs up” signal to an approaching marshal is a useful way to send a message that you are ok.

If you are involved in a heavy accident, stay in your vehicle, and await the arrival of assistance.

### DRIVING CONDUCT

All incidents reported by officials and marshals will be investigated. If you wish to report an incident, please see Mike or me.

A number of drivers took advantage of reporting incidents at the last meeting. Two of the incidents had not been officially reported and both reports resulted in judicial action being taken against other drivers who were considered to be at fault.

If you are called to see the Clerk about an incident that you were involved with or wish to make an informal report of an incident, please bring your SD video card and a device (laptop/tablet) to display relevant footage.

**If you are involved in an incident, DO NOT leave the circuit before checking in with us.**

### RACE WITH RESPECT

Motorsport UK's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by MSUK's commitment to make motorsport an inclusive and safe sport for everyone.





The Respect Code applies to all participants in an event, competitors, parents, officials, marshals, team managers, mechanics, spectators, or any other participant. It is incumbent on us all to Respect our fellow participant and to 'call out' poor standards of behaviour. Breaching the obligations may result in disciplinary action. By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:-

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

Motorsport UK ask all members to pledge to #RaceWithRespect and:-

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions.
- Treat everyone with respect, regardless of their gender, ethnicity or socio-economic background, language, religious or other beliefs, disability, sexual identity, or other status.
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters.
- Respect the rules, regulations and authority of the officials and Motorsport UK

### **PROTESTS AND APPEALS**

Should any competitor wish to submit a Protest or Appeal then it must be submitted electronically – documents should be sent to the Secretary of the Meeting – Nicole Cummins [ncummins.barc@gmail.com](mailto:ncummins.barc@gmail.com) You are advised to bring a suitable laptop computer to enable submission of protests or appeals. Please note time limits apply and the recent amendment to (C) 5.2.1. of the MSUK Yearbook is that ***“A Protest against another Competitor must be made within 30 minutes of the finish of the competition”***.

### **ANY QUESTIONS / QUERIES / ISSUES**

Please see Mike, Darren, or me – we can be contacted via the Secretary of the Meeting, located on the ground floor of the race control tower.

We wish you an enjoyable weekend.

Andrew Outterside  
CTCRC Clerk of the Course

Mike Heath  
Clerk of the Course

Darren Holmes  
Deputy Clerk of the Course

V1.4  
18.04.2023