



Caterham Motorsport Drivers' Briefing
Zandvoort Circuit
3/4 June 2023

Event: BARC Race Meeting HQ07

Date: 3/4 June 2023

Venue: Zandvoort Circuit

Clerk of the Course: Jacques Doornenbal

Assistant Clerk of the Course: Maurice Petrus

Caterham Race Director (UK Clerk of the Course): Andrew Outterside

Caterham Race Director (UK Clerk of the Course): Mike Heath

Subject: DRIVERS BRIEFING [v1.5]

Date: Saturday 3 June 2023

Briefing Location: Media Centre

Briefing Times: There are two briefings as follows:-

08:00 – Seven Championship UK and Seven 310R

08:20 – Seven 270R and Roadsport

WELCOME and INTRODUCTIONS

On behalf of the BARC, welcome to Zandvoort for the third meeting of the season.

Steve Hill can't be with us this weekend – he's at World Rally Cross at Montalegre in Portugal.

Mike Heath and Andrew Outterside are your Race Directors for this weekend, and we will be operating alongside Jacques Doornenbal, Clerk of the Course, and Maurice Petrus Assistant Clerk of the Course.

This briefing note focuses on key operational points for this meeting along with specific information on the circuit relevant to qualifying and racing. It 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-zandvoort/>

This page also provides access to the online Noticeboard. The Noticeboard will display Briefing Notes, Bulletins and Judicial Decisions.

Timing and Results information is available here:- www.getraceresults.com



FEEDBACK FROM CROFT

Before going through some key operational points for this meeting we set out below a summary of observations on driving and incidents from the last meeting at Croft.

- Generally good driving, especially at the first corner on the opening laps
- Track Limits – numerous laps taken away in qualifying and in race penalties applied
- Contact / Collisions – several significant incidents, however most of the contact was unavoidable
- Gaining an advantage – not returning a placed gained
- Manoeuvres hindering another driver – when re-joining the circuit
- Camera not recording (see more on this below)

Informal Reporting

A number of drivers took advantage of reporting incidents to the Clerk that had not been officially reported.

Summary of Investigation and Judicial Action

Set out below is a summary of the post-race investigations carried out and resulting applied:-

Caterham Motorsport – Croft		
Incident	Action Taken	Penalty
4 x Contact	No Further Action	N/A
3 x Gaining an unfair advantage (inadvertently or not)	Race Time Penalty	1, 3 and 4 Seconds
1 x Carrying out manoeuvres liable to hinder another driver	Verbal Warning	0 points
2 x Causing a Collision*	Formal Reprimand	2 points

Note - in race penalties i.e., track limits are not included

* One of the decisions is subject to a Right of Review – C.14 Motorsport UK Regulations

On-board Cameras

Video evidence 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. There were several instances at Croft of footage from on board cameras not being available or it was difficult to find.



Your regulations state:-

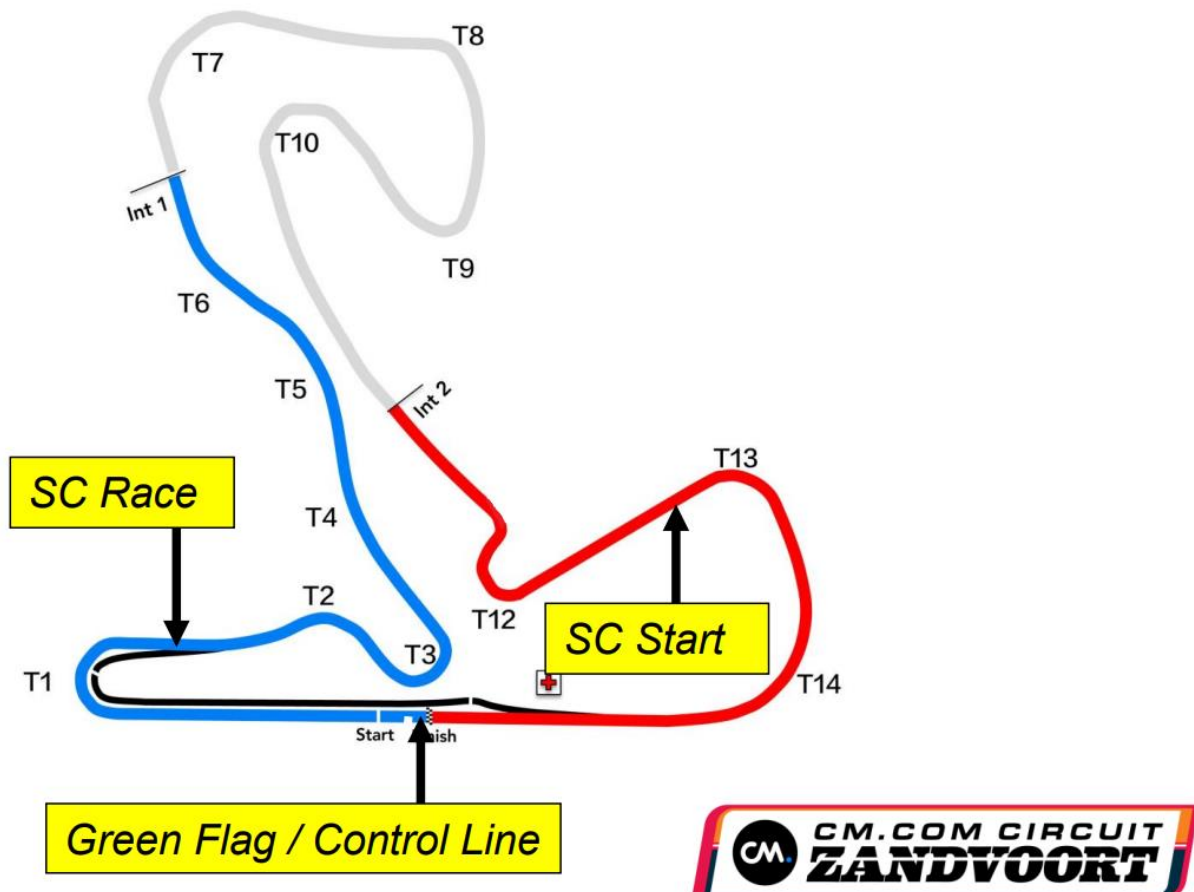
“It is mandatory to have video recording equipment fitted and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of the circuit ahead such as would be expected to provide a representative ‘driver’s eye’ view. Location of the camera to provide this is free. The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor.”

All competitors must make the recorded footage available on request by the Clerk of the Course or their representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward facing camera mandated, but may include any additional video recording equipment utilised on the car.”

It is your responsibility to ensure your camera equipment is correctly working and footage is available.

If you are you are called to see the Clerk about an incident that you were involved (the actual car, or cars involved or the car following) 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. The footage should be identified and available to view. Please do not rely on the Clerk to find the footage.

ZANDVOORT - CIRCUIT INFORMATION



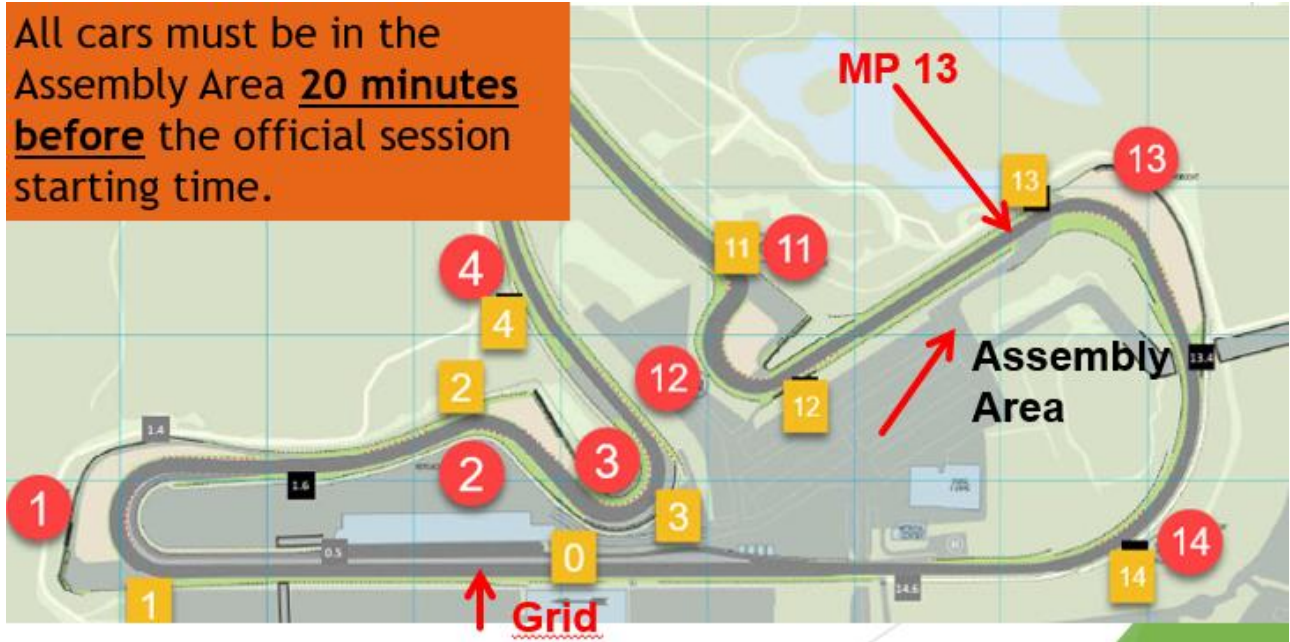


Circuit Direction: Clockwise

Pole position: Left (Standing Start)

Assembly area: At the southern end of Paddock 2 – see below

All cars must be in the Assembly Area **20 minutes before** the official session starting time.



Entry to circuit: Between Turns 12 and 13 – see here:-





Start line: Start lights located on the gantry above the track, here:-



Finish Line / Control Line / Signalling Area: here:-





Exit from circuit: Reverse of entry, driver's right between Turns 12 and 13.



Parc Ferme: In front of the scrutineering bay in Paddock 2.

Pit lane entry: On driver's right along pit straight here:-



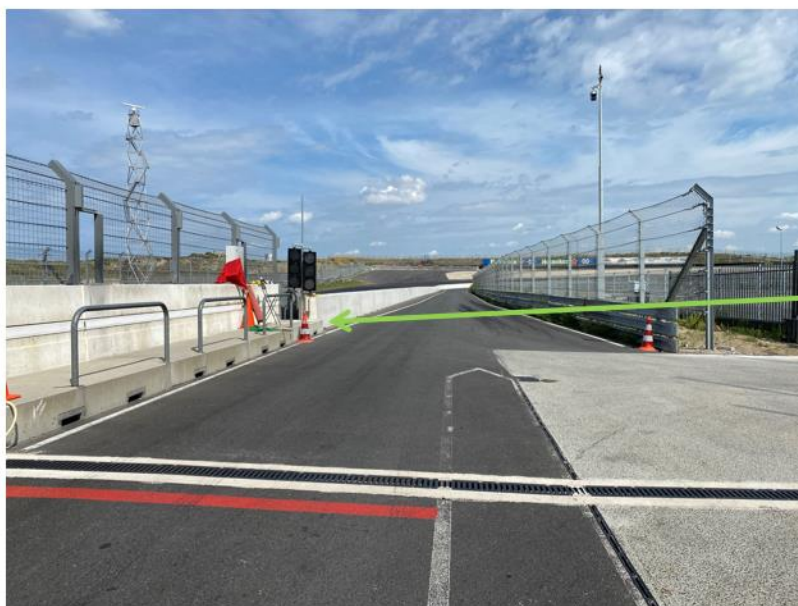
Pit lane speed limit: 60 km/h (38mph)

Pit lane entry timing loops are indicated by a stopwatch sign and/or Cones. Starts speedlimit of 60km/hour!



Exiting the pits: The pit exit lights / end of speed limit here:-

Lights at end of pit lane is end of 60 km/hour



Pit out

Exit from pits - you will emerge from the pit lane exit road after the exit of Turn 1 – You MUST keep to the RIGHT of the solid white blend line, here:-



Exit Pit lane at Turn 1



Run Off, Escape Roads and Re-joining: There are run off areas with escape roads at three corners :-

Turns 1, 8 and 11

IF YOU ENTER THE ESCAPE ROAD YOU MUST NOT TURN ROUND AND ATTEMPT TO RE-JOIN THE CIRCUIT
YOU MUST USE THE FULL LENGTH OF THE ESCAPE ROAD AND REJOIN THE CIRCUIT SAFELY
YOU MUST GIVE PRIORITY TO THOSE ON TRACK.

Run off Turn 1 (Do not reverse)



Run off Turn 1 (back on track)



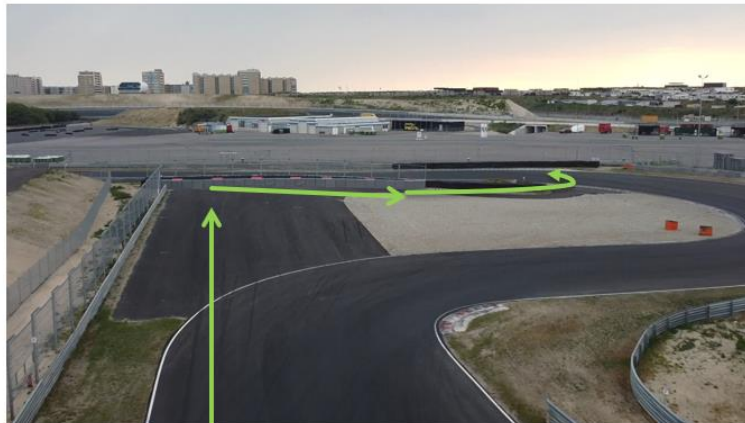
Turns 8 and 9

Return on track, give way!



Run off area

Turn 11-12 (Do not reverse)



Run off area

Re-Join after Turn 12 - give way





TIME SCHEDULE

There are 20-minute qualifying sessions, and three 20-minute races over the weekend. There is an additional race for the Caterham Seven Championship UK, as a replacement to the race lost at the Oulton Park meeting.

Please make sure you are in the assembly area 20 minutes before your session is due to start (the exception to this is Race 3 – Seven Championship UK – see below). Please note the access gate to the track will close 2 minutes after the first car is on track.

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.

QUALIFYING

All cars will proceed to the assembly area at the southern end of Paddock 2. Competitors will be released from the assembly area to start their qualifying session joining the track just before Turn 13.

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) between Turns 12 and 13 – the reverse of the track entry.

Follow the instructions of marshals to Parc Fermé.

In addition to qualifying the top 6 cars in the Seven Championship UK and top 7 cars in Seven 310R Championship will have an additional SuperPole qualifying session. For this meeting, the Seven Championship UK SuperPole Regulations at 2.3.10 will also apply to the Seven 310R Championship.

The fastest time set in qualifying will set the grid for the first race and the result of the first and second race will set the grid for the second and third races. Any competitors that do not finish the first or second race may start the second or third race at the rear of the grid in reverse order of retirement.

RACING - START PROCEDURE (except for Seven Championship UK – Race 3)

- Access to the circuit will be via the assembly area as per qualifying.
- 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.



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 pit lane exit.

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

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.

RACING - START PROCEDURE - Seven Championship UK – Race 3

The following variation will apply to the assembly procedure for Race 3.

When directed by the marshals, the cars will exit the pits and drive at reduced speed to the grid. A single team member will stand by each grid position and guide the cars into position.

The pit lane will be open for 10 minutes. Once the pit lane is closed any cars remaining in the pits will start from the pit lane. They may start the race after the last car to take the start from the grid has passed the pit lane exit.

Otherwise, the race start procedures above will apply.

RACE 16 – (Replacement for Race 3 at Oulton Park)

In accordance with Bulletin 2 of the Seven Championship UK dated 21 April 2023, Race 16 will be the replacement for Race 3 at Oulton Park on 1 April 2023. The grid will be formed from the Race 2 result from Oulton Park.

Due to the force majeure circumstances of the race's postponement, the requirements of 5.13.1 will be interpreted as permitting any previously nominated used (as defined) tyre for this replacement race. i.e., competitors will not be restricted to using just the set from Oulton Park.

Competitors who did not compete at Oulton Park, may not take part in this race.

RACE FINISH – EXIT FROM CIRCUIT

All competitors will take the chequered flag, proceed at reduced speed, and will exit the circuit (driver's right) just prior to Turn 13 (where you entered the circuit). Please note there will be officials on track to direct you to Parc Fermé. **DO NOT continue around the circuit and enter the pit lane.**

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 direction of the marshals at all times.
- **IN RACE - return to the grid, stopping IN A SINGLE LINE (ONE CAR BEHIND THE OTHER) ON THE LEFT-HAND SIDE OF THE TRACK BEFORE THE FINISH / CONTROL LINE (SEE PAGE 5 ABOVE)** 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

Will only be carried out 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 emerge from the pit lane.** 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. This will normally occur between marshal posts 10 and 11. 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

It is important to note that at Zandvoort we will be running under FIA Regulations in respect of track limits. This is set out in the 2023 FIA Sporting Code at Appendix L Chapter IV. 2.c) which states:-

"Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not."

PLEASE NOTE - Under FIA Regulations the "**track**" means **between the white lines on both side of the circuit**, and unlike the UK, it **DOES NOT INCLUDE THE KERBS.**



Exceeding track limits is defined as having **ALL FOUR WHEELS OFF THE TRACK**. Therefore, **you need to keep at least one wheel on the track**.

There are two corners at Zandvoort where specific attention will be focused on track limits in qualifying and racing.

TURN 3 (Hugenholtzbocht)

The long, slow, left-hander behind the paddock has been completely rebuilt as a wide, steeply banked (exciting) corner. The circuit-edge white line is approximately two-thirds of the way up the banking. If all four wheels go outside the white line, **this will be considered a track limits breach**.



TURN 12 (Hand Ernst Chicane)

Immediately behind the inside kerb is a gravel trap with a portion of the gravel bonded in place to prevent spread onto the track.

Adopting the FIA Regulation, it would be possible to drive on bonded section of gravel without four wheels going off the circuit. However, a "local" Zandvoort rule is that **if you stray onto the bonded gravel area (i.e., beyond the kerb, just as in the UK), this will be considered a track limits breach**.





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.

Some incidents may not be seen and if you wish to report an incident, please see one of us. If you are called to Race Control 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 both Race Directors:-

Andrew Outterside - aoutterside.barc@gmail.com

Mike Heath - heathmike81@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 us, we can be contacted in Race Control or via Kirsty.

We wish you an enjoyable weekend.

Andrew Outterside
Race Director and MSUK Clerk of the Course

Mike Heath
Race Director and MSUK Clerk of the Course

V1
31.05.2023