



## **Classic Touring Car Racing Club Drivers' Briefing Notes** **Croft Circuit - 12/13 August 2023**

**Event:** BARC NW06

**Date:** 12/13 August 2023

**Venue:** Croft Circuit

**CTCRC Clerk of the Course:** Andrew Outterside

**Deputy Clerk of the Course:** Mark Mitchell

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**MANDATORY Face-to-Face Briefings:** There are mandatory briefings on Saturday morning for all drivers racing over the weekend.

Anyone competing in more than one grid need only attend one of the briefings; however, they should make themselves known to the Clerk at the briefing they attend.

**Briefing Location:** Halifax Room (in the single-storey building adjacent to Race Control)

**Briefing Times:**

08:30 - Pre-66 / Pre-83

10:00 - Thunder / BOSS

11:15 - Super Tourers / Pre-03 / Pre-93

13:00 - Jaguars

**New Drivers:** Any novice drivers or drivers who have not raced at Croft before **must make themselves known to the CTCRC Clerk of the Course at their briefing.**

**PLEASE NOTE – MSUK Regulation G 5.3.8 states – a fine may be imposed ".....on any Competitor who fails to attend, or who reports late at, a scheduled Drivers' briefing, or on any Driver who has not raced at the circuit before and who fails to report for a pre-practice briefing."**

**WELCOME and INTRODUCTIONS**

On behalf of the BARC, welcome to Croft, CTCRC's fifth 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 Mark Mitchell from BARC.

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

<https://www.barc.net/event/barc-race-meeting-croft-3/>

This page also includes Timing, Timetable, and the Online Noticeboard links. The Noticeboard displays Briefing Notes, Bulletins, Published Results and Judicial Decisions.



## REVIEW OF THE LAST MEETING

Before going through some key operational points for this meeting, I set out below a review of our last meeting, Brands Hatch Super Touring, at the beginning of July.

### ➤ **Driving Standards / Conduct**

- I appreciate your cooperation in the various time-saving initiatives that were briefed.
- There were limited track limits infringements, notwithstanding the application of the new regulations.
- There were a number of contact incidents, with some resulting in judicial action.
- Unfortunately, there was significant non-compliance with yellow flags. Yellow flags mean danger – please reduce your speed. Overtaking is forbidden from the first yellow flag you pass through until you pass the green flag. **WHEN YELLOW FLAGS, INCLUDING SAFETY CAR BOARDS, ARE SHOWN, DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW FLAGS ARE SHOWN, THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP.** It is the onus of each driver to prove to us that you have slowed down. The best way to do this is by not setting a meaningful lap time. Judicial action was taken on six incidents, with three incidents severe enough to warrant disqualification from the race (and 4 licence points). They involved continuing to race, passing multiple yellow flags and light panels, and not slowing/retaining control, with a particular incident occurring whilst a recovery was being carried out. Most of the drivers involved were experienced club racers. You know this is unacceptable, and better attention is required to the position of flag points, flags, and light panels.
- The serious incident that ended the last race (Pre-66) and the meeting (parade cancelled) resulted from a car spinning on its own at the bottom of Paddock Hill bend and a following vehicle being unsighted. Neither driver was at fault. There was excellent handling of the incident by the Brands Hatch recovery and medical teams.

### ➤ **Summary of Judicial Action and Penalties**

| <b>CTCRC Judicial Summary - Brands Hatch - Super Touring Power</b> |                        |                |
|--|------------------------|----------------|
| <b>Incident</b>  | <b>Action Taken</b>    | <b>Penalty</b> |
| Eligibility - Post Race Scrutineering - Under Weight               | Disqualified from Race | 0 points       |
| Failure to comply with flags - yellow                              | Verbal Warning         | 0 points       |
| Failure to comply with flags - yellow                              | Verbal Warning         | 0 points       |
| Failure to comply with flags - yellow                              | Verbal Warning         | 0 points       |
| Failure to comply with flags - yellow                              | Disqualified from Race | 4 points       |
| Failure to comply with flags - yellow                              | Disqualified from Race | 4 points       |
| Failure to comply with flags - yellow                              | Disqualified from Race | 4 points       |
| Causing a Collision  | Verbal Warning         | 0 points       |
| Causing a Collision  | Verbal Warning         | 0 points       |
| Causing a Collision  | Grid Place Penalty     | 3 points       |
| Causing a Collision  | Formal Reprimand       | 2 points       |
| Behaviour / Conduct  | Recorded               | 0 points       |
| Behaviour / Conduct  | Recorded               | 0 points       |
| Behaviour / Conduct  | Recorded               | 0 points       |
| Behaviour / Conduct  | Recorded               | 0 points       |
| Failure to comply with Safety Car Regs                             | Addition to race time  | 0 points       |
| Gaining an unfair advantage  | Addition to race time  | 0 points       |



➤ **Behaviour**

Disappointingly, we had our first incidents relating to the behaviour of drivers. Both related to words being exchanged between drivers on two separate occasions post-race in the parc ferme/paddock areas, with other competitors, family/friends, and the public present. This is unacceptable and must not happen again. MSUK will not tolerate such conduct, which is potentially a breach of the Race with Respect Code. I would remind you that everyone signed up to the Code when renewing their licence this year.

If a competitor has a problem with another regarding their driving or behaviour, they should not engage. They should report the matter to the CTCRC Clerk, who will handle it accordingly.

➤ **Informal Reporting**

Several drivers took advantage of reporting incidents; some had not been officially reported.

➤ **Camera Issues**

The absence of camera footage (primarily involving guest drivers at Brands Hatch) hindered the process of investigations. It is not only contrary to your regulations (**a working forward-facing camera is mandatory per Regulation 2.13 of the 2023 Classic Touring Car Racing Club Championship Regulations**), but it also disadvantages competitors by failing to corroborate their recollection of an incident. You are reminded that when called to see the Clerk about an incident you were involved with or you may have witnessed, or you wish to make an informal report about an incident/driving standards, please bring your SD video card and a device (laptop/tablet) to display relevant footage.

➤ **Withdrawal from the Meeting**

At Brands Hatch and Castle Combe, numerous competitors did not advise they were withdrawing from the meeting. Competitors are reminded that it is their responsibility and a requirement of the regulations that **they must inform the Secretary of the Meeting if they withdraw**. This avoids marshals wasting time looking for missing cars in the paddock and allows the grids for the remaining races to be adjusted so that both standing and rolling starts are correctly composed and do not have gaps that may give an advantage.

**CIRCUIT INFORMATION**

Circuit Length: 2.10 miles (3.38km).

Circuit Direction: Clockwise.

Pole Position: Rolling Start – on the RIGHT  
Standing Start – on the RIGHT

Assembly Area (for those not starting from the pits): Beside Clervaux (Turn 1)

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

Start lights: Located on the gantry above the track.

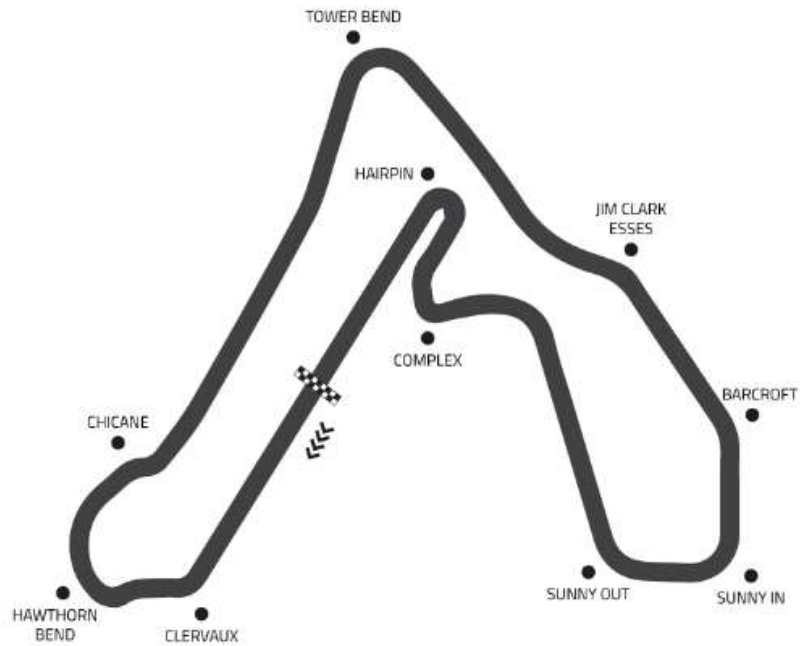
Warning flags/signals: Will be shown at the finish/control line.

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

Penalty Box: Located in the pit lane adjacent to the Race Control building.

Parc Fermé: On the left at the end of the pit garages.

Medical Centre: Behind Clervaux / Hawthorn Bend.



Signalling Area and Start Lights



Control Line / Pole Position on Right



Exiting the pits: Competitors must not exit the pit lane when the red light at the pit exit is illuminated. When exiting the pit lane, you must keep left and be aware of faster cars approaching the track. Similarly, cars on track should be aware that a car may emerge from the pit lane.



Pit lane entry: On the driver's left following the exit from the Hairpin. Please keep left exiting Turn 15 (Hairpin) and give a clear signal to warn any cars behind you that you intend to enter the pit lane.

### **GRIDS AND TIMETABLE**

We have four grids, and the composition is as follows:-

- **Pre-66 / Pre-83**
- **Thunder / BOSS**
- **Super Tourers / Pre-03 / Pre-93**
- **Jaguar**

All qualifying sessions and races are 15 minutes. The current timetable is available on the BARC website link here:-

<https://www.barc.net/event/barc-race-meeting-croft-3/>

Please ensure you are ready to be called to the Assembly Area up to 20 minutes before your session. We cannot wait for late arrivals.

### **PAID PRACTICE**

A 15-minute paid practice session is available to all CTCRC drivers at 09:30 on Saturday. If you wish to participate in this session and have not been scrutineered on Friday, scrutineering will be open from 08.00 on Saturday morning. Cars based in the pits participating in the session must go to the assembly area for noise testing before going on the circuit.

### **QUALIFYING**

All cars (other than Super Tourers and Pre-03 in the pit garages) 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. Any car not in the assembly area when the cars are released must go to the pit lane via the paddock roadways to access the track.





Super Tourers and Pre-03 in the pit garages will be noise tested in the pit lane (if not previously noised tested for paid practice) and then join the circuit via the pit lane.

Pre-93 vehicles in the same qualifying session will join the circuit from the assembly area after the last car leaving the pit lane has passed Turn 1.

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.

### **PRACTISING OUT OF SESSION**

Any driver sharing a car that needs to practice out of session **will join the Jaguar qualifying session at 13.55** on Saturday afternoon. **Drivers will be limited to three laps** and must not impede the qualifying cars.

### **END OF QUALIFYING**

After taking the chequered flag, slow down and complete a cool-down lap. Enter the pit lane and proceed directly to Parc Fermé without stopping in the pit lane. All cars will be held in Parc Fermé until released by the Scrutineers. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections.

The fastest time set in qualifying will set the grid for the first race. The result of the first race will set the grid for the second race. Competitors who do not finish the first race may start the second from the rear of the grid in reverse order of retirement.

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

**PLEASE NOTE - classes will not be segregated on mixed grids.**

### **RACING - START PROCEDURE**

The Super Tourers / Pre-03 / Pre-93 grid and the Thunder / BOSS grid will be rolling starts. The remaining grids, Pre-66 / Pre-83 and Jaguar will be standing starts. The procedures applicable to each are set out below:-

- **ROLLING START – Super Tourers / Pre-03 / Pre-93 and Thunder / BOSS**
  - Access to the circuit for the Super Tourers / Pre-03 will be via the pit lane, and Pre-93, Thunder and Boss will be via the assembly area.
  - The Pre-93 cars will be released from the assembly area behind the Super Tourers / Pre-03.
  - Cars will follow the Safety Car to the grid using the short-cut link road by turning right after Turn 7 and before Turn 8 (see below).



- Cars will take their position on the grid in a 2 x 2 formation.
- When all cars are in position, the countdown will commence with 1-minute and 30-second boards, followed by a waved green flag.
- There will be a **single green flag lap** unless conditions dictate otherwise.
- Cars will follow the Safety Car maintaining formation – do not fall back from the vehicle 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 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 will be given by the downward motion of the national flag.
- The start has been aborted if the Safety Car stays out and/or the red lights stay on. The cars will proceed around the circuit and reattempt the start with the car in pole position performing, if appropriate, the role of the Safety Car.
- Any car considered out of position, i.e., not in a close 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 driver unable to start the green flag lap must indicate their situation by raising an arm vertically or opening a door.

Any car removed from the grid or driven into the pits on the green flag lap(s) 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 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 – Pre-66 / Pre-83 and Jaguar**

- Access to the circuit will be via the assembly area.
- Cars will be released to the grid from the assembly behind the Safety Car, which will use the short-cut link road to the grid by turning right after Turn 7 before Turn 8.



*Grid Assembly - Short-cut to grid after Turn 7*

- The grid will be in a 2 x 2 formation. When all cars are in position, the countdown will commence with 1-minute and 30-second boards, followed by a waved green flag.
- There will be a single green flag lap unless conditions dictate otherwise.
- 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.
- The cars will form up on the grid at the end of the green flag lap.
- Once the grid is complete, the 5-second board will be shown.
- The red lights will be switched on 5 seconds after the 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 the 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 driver unable to start the green flag lap or the race must indicate their situation by raising an arm vertically or opening a door.

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 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.





## **END OF RACE**

After taking the chequered flag, slow down and complete a cool-down lap. Enter the pit lane and proceed directly to Parc Fermé without stopping in the pit lane. The only exception will be those selected by the marshals for the podium ceremony and/or interview by the commentator. All cars will be held in Parc Fermé until released by the Scrutineers. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections.

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

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

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

**TURN 5/6 – CHICANE OVERTSHOOT** – if you overshoot the Chicane (Turns 5/6) to the driver's left, you must continue and rejoin safely after Turn 6 without gaining any lasting time or position advantage. Should an advantage be gained, it must be given back before Turn 7 (Tower Corner).



Chicane @ Turn 5/6



## **LIVE SNATCH**

Croft is licenced for live snatch at Turn 1 (Clervaux). Any car that needs removing from a gravel trap may be removed by a 'snatch vehicle' under local yellow flags. Please exercise extreme caution; marshals and recovery vehicles may be on track. All other recoveries will be carried out under Safety Car conditions.

## **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 any car ahead to allow the Safety Car to join the circuit.

The **Safety Car will enter the circuit (on driver's left) 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 approximately two-thirds of the way around the circuit (Sunny), and the Safety Car will exit the circuit into the pit lane. It is then the leader's responsibility to dictate the pace of traffic before the restart. This **must not** involve erratic acceleration, braking, or any other manoeuvre that will endanger other drivers or impede the restart.

## **REMEMBER**

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

Should you inadvertently pass another competitor whilst the safety car is deployed, please give back the position as soon as possible.

## **TRACK LIMITS**

Judges of Fact will monitor:-

- Turn 1 - Clervaux (Post 2)
- Turn 2 - Hawthorns (Post 3)
- Turn 9 - Jim Clark Esses (Post 11)

**PLEASE NOTE - New MSUK track limits regulations became effective on 1 June** – see here:-

[https://www.motorsportuk.org/wp-content/uploads/2023/05/TrackLimits\\_Competers.pdf](https://www.motorsportuk.org/wp-content/uploads/2023/05/TrackLimits_Competers.pdf)

A driver will be judged to have left the track **if any part of the tyre's contact patch goes beyond either the outer edge of any kerb or the white line where there is no kerb. See examples below:-**



In **QUALIFYING**, any breach of the track limit regulations will result in the lap time on which the breach occurred being disallowed for the purposes of establishing grid order for the relevant race. It will still count towards the minimum number of laps required to qualify for the relevant race.

In **RACES**, a first breach will be noted. A second breach may, if possible, result in the driver being shown the black and white flag. A third breach will result in the driver receiving a 5-second time penalty. A fourth breach will result in a further 10-second penalty. A fifth breach will result in a drive-through penalty and the preceding time penalties. A sixth breach will result in a black flag.

### **MANDATORY CAMERAS**

You are reminded that **a working forward-facing camera is MANDATORY per Regulation 2.13 of the 2023 Classic Touring Car Racing Club Championship Regulations.**

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

### **HELMET CAMERAS**

The fitting of video cameras to helmets is strictly forbidden. The only exception is for specific purpose-built FIA-approved helmets with cameras. The technical scrutineers shall have the sole authority to accept or reject a helmet.

### **MOBILE PHONES / TABLETS**

Please note that mobile phone or tablet devices are prohibited from being carried in a competing vehicle whilst on the circuit. Anyone observed acting contrary to this may be subject to judicial action.

### **MECHANICAL PROBLEMS AND INCIDENTS**

If you have a mechanical problem, pull off the circuit in a safe location, preferably near a marshal post. **DO NOT continue around 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, move to a safe place away from the vehicle, i.e., behind a barrier. A "thumbs up" signal to an approaching marshal is useful for sending 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

**Yellow Flags** – they mean danger – please reduce your speed. Overtaking is forbidden from the first yellow flag you pass through until you pass the green flag. **WHEN YELLOW FLAGS (INCLUDING SAFETY CAR BOARDS) ARE SHOWN, DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW FLAGS ARE SHOWN, DRIVERS MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP.** It is the onus of each driver to prove that they have slowed down; the best way to do this is by not setting a meaningful lap time.

**Gravel Traps** - any driver entering a gravel trap and re-joining must avoid bringing gravel onto the racing line. Any driver ignoring this instruction may be penalised. **In Qualifying**, any vehicle that drives through and out of a gravel trap must go directly to the pits to be checked before continuing the session. **In the Racing**, any vehicle that drives through and out of a gravel trap must re-enter the track off the racing line and avoid depositing gravel on the racing line.

**Blue Flags** – a stationary flag indicates a car is following closely, and if waved, a car is attempting to overtake. The onus is on the driver trying to overtake to execute the overtake safely. It is recommended that the driver of the vehicle being overtaken does not deviate from their usual racing line.

**Incidents / Behaviour** - incidents reported by officials and marshals will be investigated. If you wish to report an incident, evidence of poor driving, or behaviour, please see one of the BARC clerks. If you are called to see the Clerk about an incident 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.**

**Respect** - please show respect to your fellow competitors whilst driving on track, in parc fermé and the paddock. Cases of poor driving or unacceptable behaviour will be investigated and may result in the imposition of penalties and/or be reported to the Championship Stewards.

## DRIVING STANDARDS

Below are general guidelines of what is expected; however, each incident will be considered on its own merits.

- **Overtaking** - the onus is on the overtaking car to pass safely – the driver should not expect the vehicle in front to give way if the car attempting to overtake has not gained (without contact and whilst under control) sufficient overlap. Sufficient overlap will usually be deemed to be that the vehicle attempting to overtake is **at least 50% alongside the car being overtaken.** If a vehicle has sufficient overlap on entering a corner, then the car being overtaken must give enough 'racing room'. The overtaking vehicle must be completely clear of the overtaken car before attempting to move back in front.
- **Contact** – is not acceptable. If a competitor gains an unfair advantage through contact caused by them, they should surrender that advantage before the end of the lap.
- **Defence of a position** - weaving, using the full width of the track, is not permitted. In a race, more than one change of direction to defend a position against another car is prohibited. Any driver moving back towards the racing line, having earlier defended their position off-line, must leave at least one car width between their vehicle and the white line at the edge of the track. Any sudden or late change of direction that creates a potentially dangerous situation is also not permitted.



- **Gaining an Advantage (Under Yellow Flags)** – should a driver inadvertently overtake another vehicle or vehicles in a yellow flag zone, the place(s) gained should be surrendered once the yellow flag zone has ended and when safe to do so. If a driver inadvertently overtakes another vehicle or vehicles under Safety Car conditions, the place(s) gained should be surrendered at the earliest opportunity and when safe to do so.

### **PADDOCK SAFETY**

The **paddock is a dangerous area for you, your support crew, family and guests**. All vehicles must respect the speed limit and always move slowly and carefully. Competitors are reminded that they are responsible for the actions of people associated with their entry, so please ensure everyone follows the regulations in force.

There is a total ban on using E-Scooters, Scooters and E-bikes in all areas within the Circuit. The use of bicycles and the like are strongly discouraged, particularly when ridden by children.

To ensure the safety of children, they must always be supervised by a responsible adult.

### **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 making 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 participants 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**

Where possible, paperwork will be handled electronically. 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, Michelle Harland – [mharland.barc@gmail.com](mailto:mharland.barc@gmail.com)

You are advised to bring a suitable laptop computer to enable the submission of protests or appeals. Please note time limits apply and the recent amendment to (C) 5.2.1. the MSUK Yearbook states, "**A Protest against another Competitor must be made within 30 minutes of the finish of the competition**".

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

Please see Mark or me. We can be contacted via the CTCRC Coordinators or, alternatively, the Secretary of the Meeting, who will be located on the ground floor of the building adjacent to race control.

We wish you an enjoyable weekend.

Andrew Outterside  
CTCRC Clerk of the Course  
07.08.2023 v1.6

Mark Mitchell  
Deputy Clerk of the Course