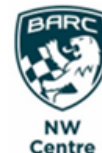




COMPETITOR BRIEFING NOTES
CTCRC all Championships, JSCC, CGRC
CROFT AUGUST 12/13



Full circuit 2.1 miles (3,411, metres) in length

Please read the briefing notes below prior to attending this BARC race meeting as it contains a variety of pieces of information necessary for the smooth operation of the event.

Arrival

As you are aware there is electronic sign on for drivers please complete prior to arriving at the circuit. Scrutineering is now face to face so please look at the final instructions for your championship scrutineering times and venue

Track Activity

Please ensure that you are in the assembly area well in advance of your session. For qualifying you will be released onto the track when timing will have started. Please make yourself aware of the flag points on the green flag lap. For races you will be released from the assembly area and undertake the start process as relevant below.

All Championships (except CTCRC Super Tourers & Pre 93/CTCRC Thunder) will go from assembly to the grid via the cut through led by the Safety Car, once gridded in 2 x 2 formation there will be a countdown of 1 minute, 30 seconds followed by a green flag lap on return to the grid once it is complete a 5 second board will be shown then the red lights will be displayed and 2 to 7 seconds after they will be extinguished for the start of the race.

CTCRC Super Tourers & Pre 93/Classic Thunder as above but the green flag lap will be their rolling lap on which they get into a two-by-two formation approaching the start and the race starts as soon as the red lights are extinguished

Starting Grid, all starts will have a 2 x 2 formation

Start Lights, these are located on the gantry on the left in front of the grid, if there is a light failure the Union Flag will be used.

False Starts are deemed as

- a) Moving before the red light goes out
- b) Out of position from grid markings, ahead or to the side

Penalty 10 seconds onto race time

End of Session, at the end of every session after taking the chequered flag at the line cars complete one lap back into the pit lane and down it into parc ferme obeying marshal's instructions.

Flags/Lights, are there for a reason and both must be obeyed

A waved yellow flag/light means no overtaking and a double waved yellow means the danger is great like a car stopped on the track or marshals on the track.

Green flag/light once you have passed it racing can resume

Blue flags/lights to indicate a car is following closely, stationary and if waved is overtaking. The onus is on the faster driver to find his way round the slower one, the slower driver should not deviate from their usual racing line



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Red flag/light the session has been stopped, timing has stopped so reduce speed safely, if in qualifying return to the pits, if in the race to the grid which becomes parc ferme

Track Limits

Track limits are to be respected at all times, they will be monitored by Judge of Fact at

- a) Turn 1 Clervaux, Post 2
- b) Turn 2 Hawthorns, Post 3
- c) Turn 9 Jim Clark Esses, Post 11

For avoidance of doubt

- a) The white line or back edge of the kerb signify track limits
- b) If a driver puts any contact patch of the tyre on any wheel over either the white line or kerb, then track limit penalties will be applied
- c) During qualifying, all times set on a lap where a track limit infringement occurs will be deleted.
- d) If track limits occur during a race, the following penalties will be applied

2nd occurrence, black and white flag

3rd occurrence, 5 second time penalty

4th occurrence, 10 second time penalty

5th occurrence, drive through penalty

6th occurrence, a black flag will be shown (race exclusion)

All penalties will be shown via signalling boards at the start/finish line

Safety Car

The safety car will be based in pit lane and will emerge onto the circuit on the pit straight. 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 on reaching the flags and boards. The safety car will pick up the leader and all cars must remain within 5 metres of the car with no overtaking

Prior to the resumption of racing the safety car lights will be switched off approximately 2/3rds of the way round the circuit (Sunny), the safety car will leave the circuit into pit lane after which the race leader maintains the same pace (no speeding up or deceleration) until the green flag is shown at the start/finish line, there must be no overtaking or overlapping until the start/finish line is passed.

The safety car will wave cars passed until it has the leader immediately behind it.

Live Recoveries

Croft is licensed to do live recovery at Turn 1 Clervaux only and these will be covered by waved yellow and white flags, please take extreme care under these conditions. All other recoveries will be done under safety car.

Driver Conduct

This is a non-contact sport and all incidents of contact will be investigated, using on board cameras, post chief reports and interviews with drivers, this season the circuit has full camera coverage and these will be used also. No one should leave the circuit until the protest period is up. If you are involved in an incident you must not leave without the clerk of the course permission.

Drivers have 30 minutes after a session to report an incident to the clerk of the course for investigation

Any on-track issues or concerns should be taken to the clerk of the course who is based in race control.



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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 then signal to the marshal you are OK if possible and follow their instructions

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.

Race with Respect

All BARC NW meetings are run in accordance with Motorsport UK Race with Respect which encourages a positive environment, on & off the track

RESPECT, INTEGRITY, FAIR PLAY, SELF CONTROL, GOOD MANNERS

to all involved in the meeting, fellow drivers, officials, marshals, spectators.

Full details of Race with Respect are found at [motorsport.org/race with respect](http://motorsport.org/race-with-respect)

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, grids and results will also be posted on the on-line Noticeboard. 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. However TSL will have a small number of transponders for hire and if you have problems go to the timing room.

Licence Upgrades

Please deposit upgrade cards at the start of the meeting with the event secretary and collect them 30 minutes after the completion of your last race, please remember to do this.

Briefings

Please read final instructions for new driver briefing and championship briefing times.

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 announce 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 session please acknowledge the marshals with a wave

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

If you have any questions please contact me (Ray Sumner) at rsumner.barc@gmail.com

Ray Sumner, Senior Clerk of the Course