



Classic Touring Car Racing Club Drivers' Briefing Notes **Cadwell Park - 27/28 April 2024**

Event: BARC HQ04

Date: 27/28 April 2024

Venue: Cadwell Park

Senior Clerk of the Course: Ray Sumner

CTCRC Clerk of the Course: Andrew Outterside

Deputy CTCRC Clerk of the Course: Mark Mitchell

THIS BRIEFING NOTE APPLIES TO ALL COMPETITORS RACING AT CADWELL PARK

IN ADDITION, THERE IS A MANDATORY Face-to-Face Briefing for the following competitors

- **NOVICE DRIVERS**
- **NEW DRIVERS TO CTCRC in 2024**
- **DRIVERS WHO HAVE NOT PREVIOUSLY RACED AT CADWELL PARK**

Briefing Time: Saturday 27 April @ 08.15.

Briefing Location: Outside the paddock office beside the scrutineering bay.

A fine may be applied for failing to attend the briefing. **If you cannot make the briefing, please ensure you advise the CTCRC coordinator or CTCRC Clerk before the briefing** so that a separate briefing can be arranged.

Final Instructions and this Briefing

This briefing note is to be read along with the Final Instructions. The Final Instructions are published on the BARC Event Information page for the meeting via this link:-

<https://www.barc.net/event/barc-race-meeting-cadwell-park-april-27-28/>

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

What's New for 2024

CTCRC 2024 Regulations

- **“2.3.3 In the case that a Qualifying session cannot take place, for any reason, or that a Qualifying session is stopped before times can be set, then the grid will be determined by championship order (Q.12.9.2.(e).”**
- **“3.3 A driver may only race the car in which they set a Qualifying time, no replacement cars are permitted. In exceptional circumstances, following a written request from the competitor, a replacement car may be authorised by the Stewards of the Meeting, however if this occurs the competitor will be moved into the Guest category and the race(s) will not count for points.”**



- Technical - lots (any queries ask your Championship Scrutineers).

MSUK Regulations:-

- Q12.15 and 16 - Race Stoppages and Two-Part races – clarification
- Q12.24 - Light Panels now have priority over flags
- Q12.25.9 - Pit Regulations – now apply to all (not just endurance racing)

MSUK position on:-

- Contact – however minor is not acceptable – consequences sometimes significant
- Concussion - tougher position to safeguard from further injury – licence removal 3 weeks
- Safety – position of belts, appropriate HANDS device, suitable seat, and mountings
- Competitors Knowledge / Understanding – driver survey proves that improvements are required

REVIEW OF THE LAST MEETING – DONINGTON PARK GP 29/30 March 2024

Set out below is a review of our last meeting.

1. Race Format

Some rolling starts were problematical resulting from the Safety Car setting off too fast and failure of some cars to maintain a small gap. Point to be stressed in drivers’ briefing and Safety Car driver and Observer to be briefed at Cadwell.

2. Driving Standards

Overall, very good. There were limited track limits infringements and very few flag infringements and contact incidents.

3. Summary of Judicial Action and Penalties

I am pleased to say that limited judicial action was taken – see summary below:-

CTCRC Judicial Summary - Donington Park GP		
Incident	Action Taken	Penalty
Failure to comply with flags - yellow	Verbal Warning	0 points
Gaining an unfair advantage	Race Time Penalty	2 seconds
Gaining an unfair advantage	Race Time Penalty	3.2 seconds
Causing a Collision	Race Time Penalty	1.2 seconds + 3 points

4. Camera Issues

No scrutineer reports were received for missing cameras. A query was raised about whether cameras were required to be working for qualifying – yes, they are required to be working for



qualifying per Regulation 2.13 of the 2024 Classic Touring Car Racing Club Championship Regulations.

In order to aid the use of camera footage please focus on the following improvement areas:-

- **Correctly setting of DATE and TIME – this is required to aid the identification of the relevant footage. Please ensure this carried out before your next meeting.**
- **Clearing historic videos – have a clean card for each meeting**
- **Ensure the camera is set to record the right way up**
- **Ensure you know how to remove the SD card from your camera.**

CIRCUIT INFORMATION

- Lap Length: 2.187 miles (3.52 km)
- Circuit Direction: Clockwise
- Pole Position - Standing Start: Driver's Left
- Pole Position - Rolling Start: Driver's Left
- Start Line: Just before the light gantry.
- Finish Line/Control Line: same as start line on driver's right just before the light gantry.
- Start Lights: On driver's left on the gantry above the track.
- Pit Lane Speed Limit: 60 km/h (38mph) – please be aware of where the speed limit starts and ends.
- Safety Car position: Beside Race Control, deploys via the pit lane.
- Pit Lane Entry: On the driver's right after Barn corner. Please keep right when exiting Barn and give a clear signal to warn any cars behind you that you intend to enter the pit lane.
- Pit Lane Exit: Competitors must not exit the pit lane when the red light at the pit exit is illuminated. When exiting the pits drivers MUST be aware of competitors on the track and MUST keep to the right of the solid white line and join the track crossing the broken white blend line towards the end of the pit exit lane. Competitors joining the circuit must be aware of faster cars on the straight, and similarly, competitors on track should be aware that cars may emerge from the pit lane.
- Warning Flags: Will be shown at the control line.
- Penalty Box: Located in the pit lane.
- Parc Fermé: In front of the scrutineering bay.
- Medical Centre: Adjacent to Race Control.

GRIDS AND TIMETABLE FOR QUALIFYING AND RACING

See the Event Noticeboard for the latest version of the timetable:-

<https://www.barc.net/event/barc-race-meeting-cadwell-park-april-27-28/>

QUALIFYING

It's a narrow circuit with limited opportunities to overtake.

Some sessions have near capacity grids - find space and get your laps in.



Vehicles will proceed to the assembly area marked on the paddock plan. Competitors will be released onto the circuit at the start of their session.

If you wish to travel slowly to get a clear lap in qualifying, 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 should be declared to BARC before the meeting. They should report to the Clerk to make arrangements to join another qualifying session.

Competitors practising out of session will be limited to a maximum of three laps and must not impede the qualifying cars.

END OF QUALIFYING and PARC FERME

At the end of qualifying vehicles will take the flag, slow down and leave the circuit via the exit by "Mountain Corner" and make their way to the parc fermé in front of the scrutineering bay.

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.

Any competitor unable to complete three full laps in their qualifying sessions must report to the CTCRC Clerk of the Course as soon as possible. We will try to make arrangements for the competitor to practice out of session.

RACING - START PROCEDURE

Standing Start – Pre 93 / Pre 03 / BOSS + Pre 83 + Pre 66

- Cars will be released from the assembly area and form up on the grid.
- Once all cars are in position the countdown (1 minute / 30 seconds) will commence and cars will depart the grid when the green flag is shown.
- Cars will then complete a full lap returning to their grid positions.
- Once all vehicles are lined up on the grid the 5 second board will be shown. The red lights will then be shown, and the race will be started when the lights are extinguished. In the event of a light failure, the signal to start will be given by the downward motion of the national flag.

Rolling Start – Thunder

- Cars will be released from the assembly area onto the circuit behind the Safety Car and will follow the Safety Car to the grid where they will form up in grid order.
- Once all cars are in position the countdown will commence and cars will depart the grid when the green flag is shown. Cars will then complete a full rolling lap behind the Safety Car.



- **All vehicles must maintain a suitable pace, so they do not fall back from the car ahead.** Failure to do so may result in a penalty for a false start (“failure to maintain the correct station”).
- If there are no incidents on the green flag lap and the formation is acceptable, 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.
- Following the Safety Car departing, the driver of the car in pole position becomes responsible for maintaining the original pace of the Safety Car, and all competitors will remain in close 2 x 2 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. You may only move out of position and overtake once the start of the race has been signalled.
- If the Safety Car stays out and/or the red lights stay on, the start will have been aborted. The cars will proceed around the circuit and reattempt the start with the lead car performing, if appropriate, the role of the Safety Car.

Applicable to both Standing and Rolling Starts:

- 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.
- It is not permitted to use more than 50% of the track to warm tyres on the green flag lap.
- 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.
- In the event of a start lights failure, the starter will revert to using the national flag. The race will start on the downward motion of the national flag.

False Start

- Any car considered to be out of position will be subject to a race time penalty of 10 seconds.

Standing Start – a false start is defined as:-

- in an incorrect position on the grid
- forward from the prescribed position
- moving at the time that the red lights are extinguished

Rolling Start – a false start is defined as:-

- failure to maintain the correct station, or accelerates away early or unevenly

END OF RACE and PARC FERME

Vehicles will take the flag, slow down and leave the circuit via the exit by “Mountain Corner” and make their way to the parc fermé in front of the scrutineering bay. All cars will be held in parc fermé until



released by the Scrutineers. The same restrictions as per qualifying (see above) apply to access to the parc fermé area.

FLAGS

Light panels have just been installed at Cadwell and take priority over flags (see Final Instructions for further details). Please ensure you note the position of both the light panels and flag points around the circuit.

Red lights / flags

- Cease racing immediately, slow down and be prepared to take avoiding action or stop.
- **In both qualifying and race pull up on the LEFT-HAND SIDE OF THE CIRCUIT in a single file line just before the pit entry/post 22. DO NOT go into the pit lane.** Follow the direction of the marshals.

Yellow lights / flags

- Are a warning of danger, slow down and be prepared to take avoiding action or stop.

Blue light / flag

- Are shown to a car that is about to be lapped. The car being lapped must give way at the earliest opportunity.

Black/Orange light / flag

- Return to the pits on the next lap.

STOP/GO and DRIVE THROUGH PENALTIES

Must be taken within 3 laps unless the Safety Car is on circuit.

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 right) 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. The Safety Car will then exit the circuit into the pit lane. Following the lights on the Safety Car being switched off, it is 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 when safe to do so.

TRACK LIMITS

Judges of Fact will monitor various corners.

Please Note – new MSUK track limits regulations became effective on 1 June 2023 – see:-

https://www.motorsportuk.org/wp-content/uploads/2023/05/TrackLimits_Competers.pdf

MANDATORY CAMERAS

You are reminded that **a working forward-facing camera is MANDATORY per Regulation 2.13 of the 2024 Classic Touring Car Racing Club Championship Regulations.**

Having access to video footage is an important part of decision making where there are racing incidents. It is often the case the most useful footage comes from the car behind, not involved with in the incident.

Competitors should check the following before the race weekend.

- The correct date and time are set on the camera.
- The SD card is cleared of old race footage, so the card only relates to the meeting.
- The camera is set to record the right way up.

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, if possible, a device (laptop/tablet) to display relevant footage.

Failure to have a forward-facing working camera is a breach of Championship Regulations and may result in a penalty being applied. **PLEASE NOTE - the lack of video evidence may impact on the ability of the Clerk or Stewards to make a decision.**

HELMET CAMERAS / MOBILE PHONES / TABLETS

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. Please note that mobile phones 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.

Paddock Safety

The **paddock is a dangerous area for you, your support crew, your 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 is strongly discouraged, particularly when ridden by children.

To ensure the safety of children, a responsible adult must always supervise them.

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

Further details are available here:- <https://www.motorsportuk.org/racewithrespect/>

Withdrawal from the Meeting

You are reminded that it is the competitor's responsibility to advise the Secretary of the Meeting if they decide to withdraw.

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, Cally Gent - cgent.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. With regard to protests (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 speak to the Secretary of the Meeting, located on the first floor of race control, or alternatively Mark or me. We can be contacted via the CTCRC Coordinators or, alternatively, the Secretary of the Meeting.

We wish you an enjoyable weekend racing.

Andrew Outterside	Mark Mitchell
CTCRC Clerk of the Course	Deputy CTCRC Clerk of the Course

22.04.2024 v1.3