



Classic Touring Car Racing Club Drivers' Briefing Notes **Mallory Park - 18/19 May 2024**

Event: CMMC Classic and Modern Motorsport Festival

Date: 18/19 May 2024

Venue: Mallory Park

Senior Clerk of the Course: Andy Ringland

CTCRC Clerk of the Course: Andrew Outterside

Deputy CTCRC Clerk of the Course: Tom Bee

THIS BRIEFING NOTE APPLIES TO ALL COMPETITORS RACING AT MALLORY PARK
IN ADDITION, THERE ARE MANDATORY Face-to-Face Briefings for each grid as follows:-

Date: Saturday 18 May 2024

Briefing Location: Briefing Room Under Race Control

Briefing Times:

08:45 – Classic and Historic Thunder Saloons

09:35 – Pre 66

10:25 – Pre 83 and Pre 93

11:25 – Pre 03 and BOSS

PLEASE NOTE - 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. A fine may be applied for failing to attend your relevant briefing.

COMPETITORS' INSTRUCTIONS / SUPPLEMENTARY REGULATIONS AND THIS BRIEFING NOTE

This briefing note is to be read along with the Competitors' Instructions and Supplementary Regulations. Both can be found on the CMMC website, along with the timetable and paddock plan, via this link:-

<https://www.cmmotorsportclub.com/events>

Please note the normal BARC online noticeboard will not be used during the event, the noticeboard for this meeting is located outside Race Administration.

REVIEW OF THE LAST MEETING – CADWELL PARK 27/28 April 2024

Set out below is a review of our last meeting.

1. Weather

Overnight rain on Saturday and rain throughout Sunday morning made conditions very difficult, requiring two green flag laps for all racing, and causing racing to be suspended during Sunday morning and the timetable revised. The drivers in both Mini races decided they would not race due to the conditions.



2. Timetable

The timetable was delayed on Saturday due to numerous on track incidents requiring recovery. Significant delays occurred on Sunday, due to both racing being suspended due to weather conditions and on track incident, with recoveries taking a long time. A revised timetable was produced for Sunday afternoon with cut down race time for all races except for Thunder (who had a short race on Saturday). The second Pre-66 race was omitted from the revised timetable and a replacement race at another meeting has been offered by BARC.

3. Thunder – Race 1 (Saturday)

A number of competitors visited race control and complained about the race being cut short following an incident in Hall Bends.

The circumstances were as follows:-

Post 18 reported that car 151 made contact with the barriers and dislodged a number of tyres on to the circuit. A decision was taken to remove the tyres under safety car conditions.

The safety car was deployed to neutralise the race and remove tyres. The leader had just started another lap, there was a delay until the safety car was able to pick up the leader. Two minutes later car 27 left the circuit at Hall Bends between Posts 18 and 19 and came to a stop adjacent to the barrier.

It proved impossible to remove the tyres without the additional assistance of circuit maintenance, and with a car against the barrier the race was red flagged. As 75% of the race had been completed, and the meeting was behind on timetable, the race result was declared rather than the race re-started.

With the benefit of hindsight, the race could have been stopped immediately after the first incident occurred, and then restarted once the tyres had been removed.

As some compensation for the limited race time in the first Thunder race the second race on Sunday was scheduled for the full 15 minutes (with timing starting after the second green flag lap). All other races on Sunday afternoon had reduced time / length in the revised timetable (Bulletin 08).

4. Thunder – Race 2 (Sunday)

In view of the track conditions and incidents in the MGOc qualifying session first thing on Sunday morning, it was decided to change the rolling start procedure for the Thunder race on the grounds of safety. Bulletin 09 timed at 10:33 was issued communicating that the normal two-by-two configuration would be replaced by a single file start.

The Bulletin was posted on the event noticeboard and sent to the CTCRC Coordinator and Thunder Drivers Representative via WhatsApp, for communication to the drivers.

Notwithstanding the issue of the Bulletin at 10:33 and the race starting some 3 hours later it became apparent after the race that a number of drivers were not aware of the revised start procedure. This impacted on the race result with car 144 being subject to a 10 second in race penalty for a false start i.e. being out of position (not in single file). Whilst car 144 finished the race in P1 the application of the time penalty resulted in P2.



It has been recommended that CTCRC review how it communicates with drivers at race meetings to ensure that all relevant drivers receive important messages.

5. Withdrawals

A significant number of competitors left before their second race due the weather conditions or car issues. There were a number who did not inform the Secretary of the Meeting or the CTCRC Coordinators, this resulted in gaps in the grid in some races. Competitors should be reminded that it is their responsibility to inform BARC or the CTCRC Coordinators if they are withdrawing from the meeting.

6. Scrutineering

No non-compliance reports were received.

7. Observations on driving standards

Overall, very good, especially given the weather and track conditions. There were few contact incidents and track limits infringements.

8. Summary of judicial action

Below is a summary of the judicial action taken over the weekend. I am pleased to say that very limited judicial action was required.

CTCRC Judicial Summary - Cadwell Park		
Incident	Action Taken	Penalty
Failure to comply with flags - black and orange	Verbal Warning	0 points
Causing a Collision	No Further Action	0 points

CIRCUIT INFORMATION

- See Venue Map on Page 10 of this briefing note
- Lap Length: 1.35 miles (2.173 km)
- Circuit Direction: Clockwise
- Pole Position - Standing Start: Driver's Right
- Pole Position - Rolling Start: Driver's Right
- Start Line: Adjacent to the Race Control building
- Finish Line/Control Line: same as Start Line
- Start Lights: On the gantry / bridge above the track
- Pit Lane Speed Limit: 50 km/h (31mph) – this is a variation of the normal 60 km/h used by BARC. Please be aware of where the speed limit starts and ends.
- Pit Lane Entry: This is to the left-hand side of the main paddock entrance. **See RED LINE below.** Cars should exit the circuit on the driver's right after the first part of the Esses. **On approaching the Esses keep to the right-hand side of the circuit and give a clear signal to warn any cars behind you that you intend to exit the circuit.**



- Paddock Entry: Via the main paddock entrance. **See BLUE LINE below.** Cars should exit the circuit on the driver's right after the first part of the Esses. **On approaching the Esses, please keep to the right-hand side of the circuit and give a clear signal to warn any cars behind you that you intend to enter the circuit.**



RED – ACCESS TO PIT LANE
BLUE – ACCESS TO PADDOCK

- 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 hatched area and join the circuit at the end of the pit lane exit. 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 towards the bottom of the pit lane adjacent to the Medical Centre.
- Assembly Area: to the right of the Race Control building.
- Parc Fermé: on the right just after entry to the Paddock.
- Medical Centre: Adjacent to the Assembly Area.
- Race Admin: to the left of the Race Control building.

GRIDS AND TIMETABLE FOR SCRUTINEERING, BRIEFINGS, QUALIFYING AND RACING

See the CMMC website - <https://www.cmmotorsportclub.com/events>



QUALIFYING

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 Paddock Entrance after the first part of the Esses (see above) and make their way to parc fermé, located on driver's right.

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

- **PLEASE NOTE - The green flag lap will commence from the Assembly Area** where the 1 minute and 30 seconds boards will be shown followed by the green flag.
- Cars will then complete a full lap of the circuit and line up in 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 start 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 **Lead Car** (there is **no Safety Car**). Cars will follow the Lead Car to the grid where they will form up in grid order.
- Once all cars are in position the countdown (1 minute and 30 second boards shown) will commence and cars will depart the grid when the green flag is shown. Cars will then complete a rolling lap.
- **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 Lead Car will be extinguished to indicate that the race is due to start. The Lead Car will depart the circuit on driver’s right at Devil’s Elbow (the left-hand corner before the pit straight).
- Following the Lead 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 grid 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 accelerate or move out of position once the start of the race has been signalled.**
- If the Lead 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 car in pole position performing, if appropriate, the role of the Lead Car.

Applicable to both Standing and Rolling Starts:

- Any driver unable to start the green flag lap or (for standing starts) 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 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.

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 Paddock Entrance after the first part of the Esses (see above image) and make their way to the parc fermé, located on driver's right.

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

Please ensure you note the position of flag points around the circuit. There are no light panels.

Red flags

- Cease racing immediately, slow down and be prepared to take avoiding action or stop.
- In QUALIFYING - return to the pit lane
- In RACE - pull up short of the grid and follow the direction of the marshals to re-grid.

Yellow flags

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

Blue 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 flag

- Return to the pits on the next lap.

STOP/GO and DRIVE THROUGH PENALTIES

Must be taken within 3 laps.

SAFETY CAR – IMPORTANT - there is no provision for the use of a Safety Car

TRACK LIMITS

Judges of Fact will monitor track limits.

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

https://www.motorsportuk.org/wp-content/uploads/2023/05/TrackLimits_Competitors.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.
- You know how to remove the SD card from your camera.

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 a competitor's responsibility to advise the Secretary of the Meeting if you decide to withdraw.

PROTESTS AND APPEALS

Protests and appeals can be made through either the Secretary of the Meeting in Race Admin or the Clerk of the Course. 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, or alternatively Tom 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 Tom Bee
CTCRC Clerk of the Course Deputy CTCRC Clerk of the Course

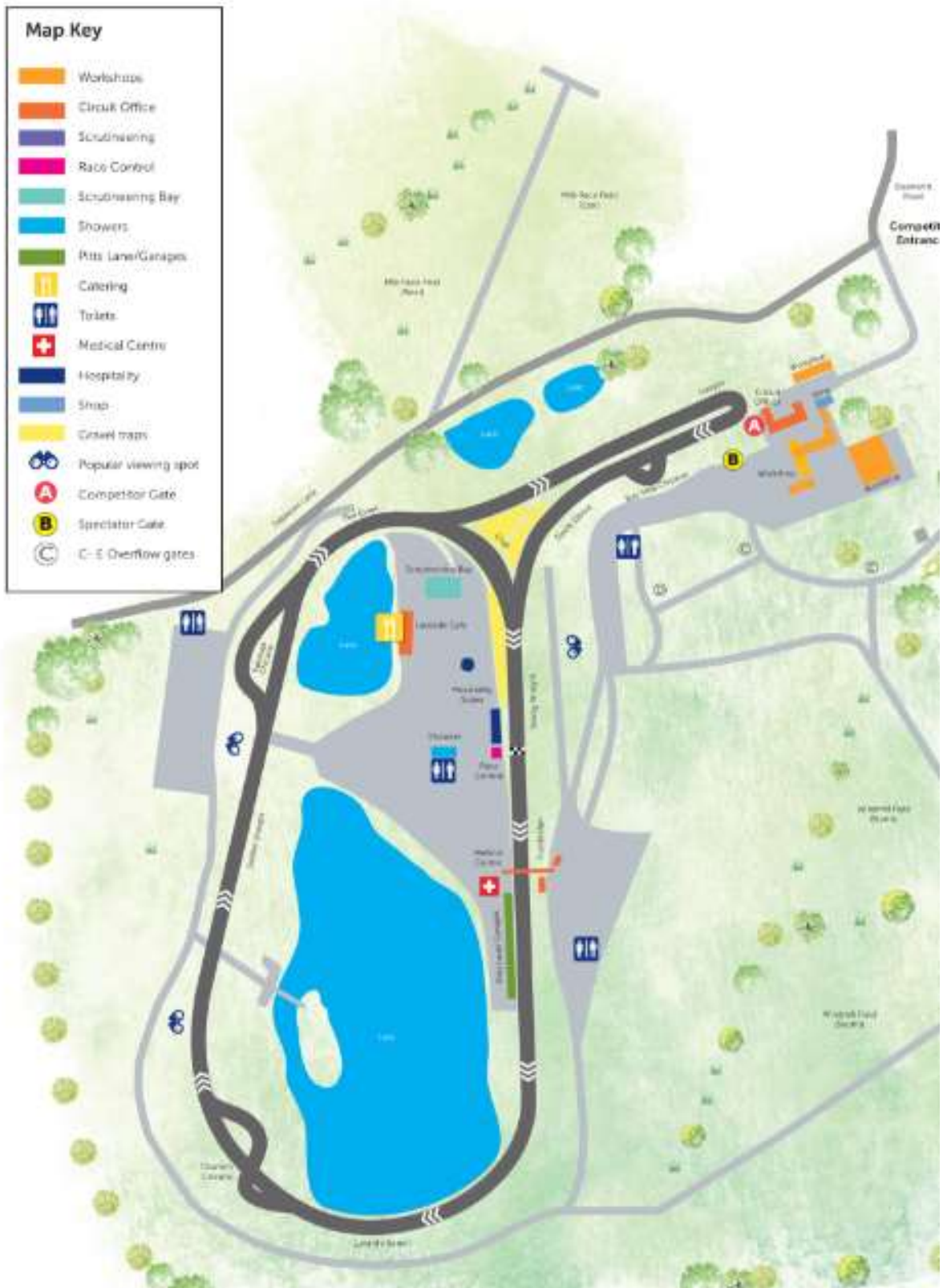
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Venue Map follows on the next page.



Map Key

	Workshops
	Circuit Office
	Scrutineering
	Race Control
	Scrutineering Bay
	Showers
	Pits Lane/Garages
	Catering
	Toilets
	Medical Centre
	Hospitality
	Shop
	Gravel traps
	Popular viewing spot
	Competitor Gate
	Spectator Gate
	C-S Overflow gates



MALLORY PARK VENUE MAP