



**Caterham Motorsport Drivers' Briefing**  
**Zandvoort Circuit**  
**4<sup>th</sup> & 5<sup>th</sup> May 2024**

**Clerk of the Course:** Jacques Doornenbal  
**Assistant Clerk of the Course:** Maurice Petrus  
**Caterham Race Director (UK Clerk of the Course):** Steve Hill  
**Caterham Race Director (UK Clerk of the Course):** Nigel Jones

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**WELCOME and INTRODUCTIONS**

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

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](http://www.getraceresults.com)

**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.***

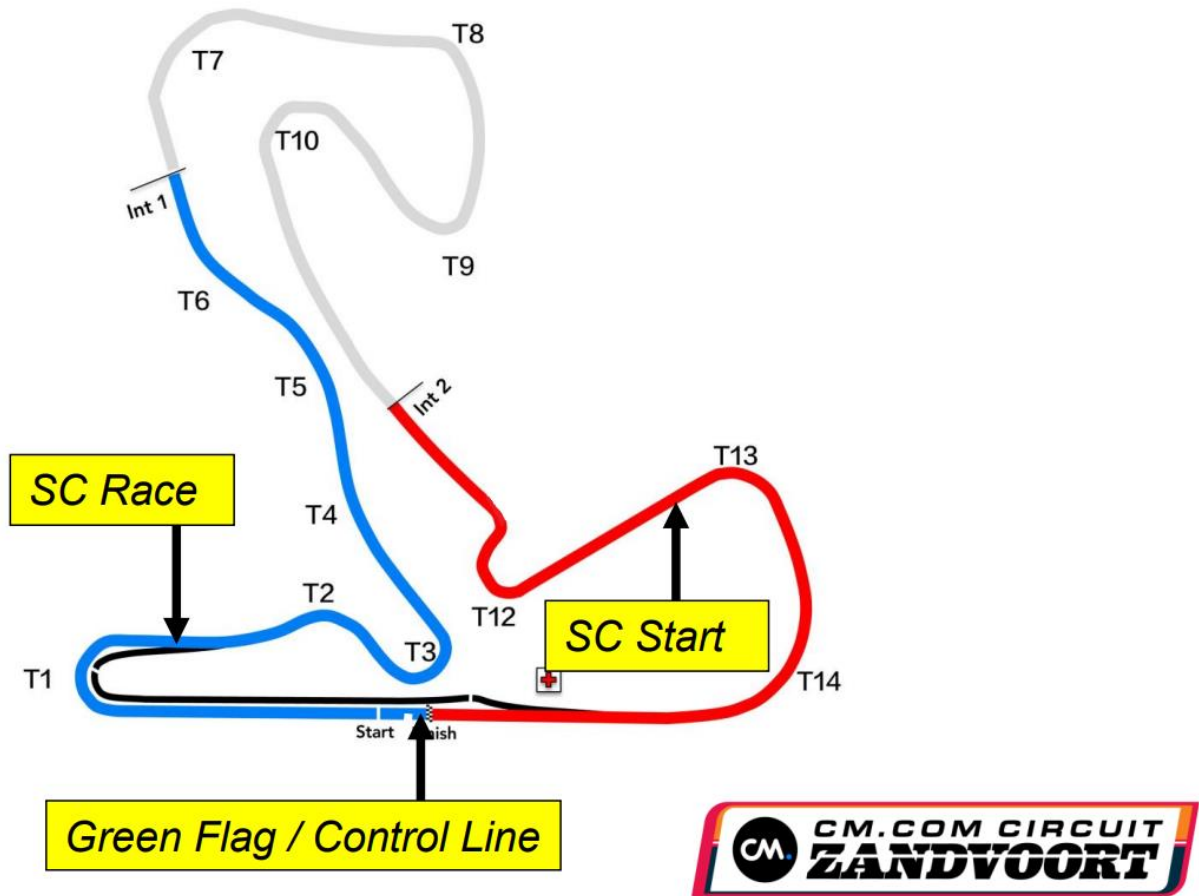
***All competitors must make the recorded footage available on request by the Clerk of the Course or their representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single 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.



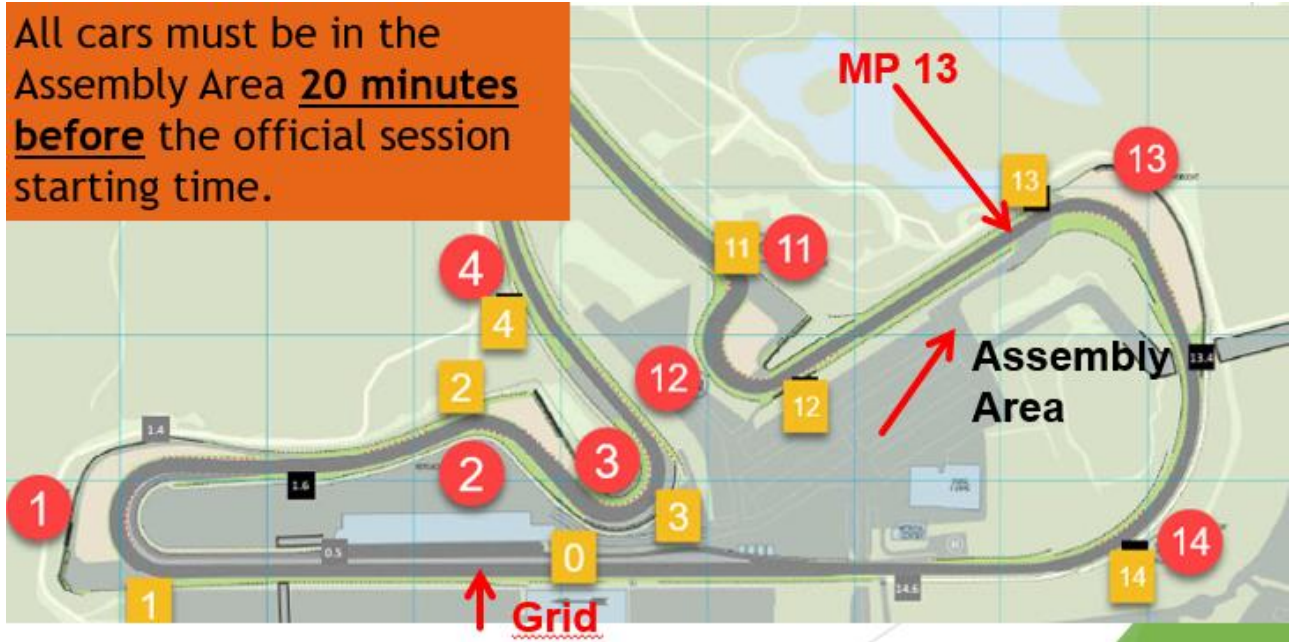
If you are you are called to see the Clerk about an incident that you were involved (the actual car, or cars involved or the car following) or wish to make an informal report of an incident, please bring your SD video card and a device (laptop/tablet) to display relevant footage. The footage should be identified and available to view. Please do not rely on the Clerk to find the footage.

### ZANDVOORT - CIRCUIT INFORMATION





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:-

Finish Line / Control Line / Signalling Area: 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:-





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:-





**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)





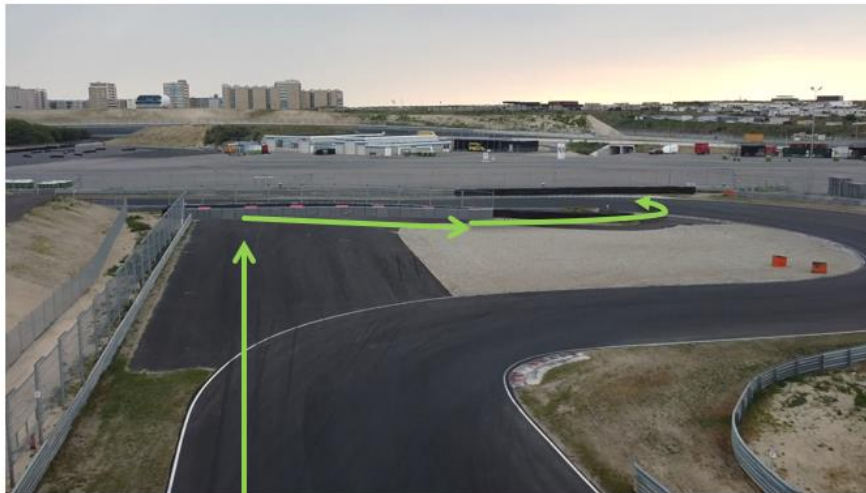
## Turns 8 and 9

Return on track, give way!



Run off area

## Turn 11-12 (Do not reverse)



Run off area



## **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.

## **LIVE RECOVERY**

**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**

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 BEYOND THE WHITE LINE.**

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

#### **TURN 3 (Hugenholtzbocht)**

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.

### **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 the Secretary of the Meeting:-

Julie Hill – [Julie.hill@barc.net](mailto:Julie.hill@barc.net)

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.