



Senior Clerk of the Course: Dorothy Uwota

Clerk of the Course: Josh Bennett

WELCOME

On behalf of the officials, marshals, and the BARC, welcome to Brands Hatch for our Easter Truck Racing weekend. Our role is to ensure that the event is managed in a safe and fair manner whilst ensuring you have a very enjoyable and safe race weekend.

BRANDS HATCH (INDY) CIRCUIT

Circuit Length: 3.185km / 1.979 miles, average width 10 metres.

Pole Position: Right hand side.

Assembly Area: Through the vehicle tunnels and all the way to the end of the garages.
Please note that these will close during truck sessions with no access in or out.

Parc Ferme: Right after pit lane entry at the Scrutineering Bay (adjacent to Assembly Area).

Pit Entry: On Drivers right when exiting Clearways. Please signal your intention to enter the pits as early as possible and keep well to the RIGHT.

Pit Exit: On main straight, when exiting the pits do not cross the blend line and do not move across on to the racing line until it is safe to do so.

ASSEMBLY AREA LOCATION & PROCEDURE ONTO CIRCUIT

Please refer to the Final Instructions for the procedure. Please ensure that you get to the Assembly Area in good time before your qualifying session, so that you can be noise tested before going out onto the circuit. To access the circuit for qualifying you will exit the assembly area proceed down the pit lane onto the circuit. For Racing you will be directed straight on to the circuit and onto the grid. During the green flag lap you mustn't overtake or do excessive weaving (weaving from one side of the track to the other is not permitted)

PIT LANE

- When entering the pits drivers must keep to the right of the line at all times. No part of any car entering the pits may cross the white line.
- The exit traffic lights are on the right-hand side at Pit Lane Exit. When leaving the pits drivers must keep to the right of the blend line at all times. No part of any car leaving the pits may cross the white line.

STARTLINE POSITIONING

Please ensure you position on the grid as per Caterham Championship Regulations 2.5.3. Out of position will incur a time penalty.

START LIGHTS – LOCATION

The Start Lights are on the gantry in front of race control on drivers right. Be aware that other signals such as Start Delayed may be shown from this location. Races will start when the Red Lights go out.



END OF QUALIFYING/RACE - PROCEDURE FOR LEAVING THE CIRCUIT

Having taken the Chequered Flag, you should reduce speed, and exit the circuit at the end of Cooper Straight at post 4, prior to turn 4, and enter parc fermé (see image below). Follow the instructions of officials as to where you need to go for parc fermé.

PARC FERMÉ

Remember that until you are released from Parc Fermé, the following applies:

- No work on the car may take place, this includes reviewing camera footage;
- No team personnel, except the driver, may enter the area.

RED FLAG

In the event of a Red Flag in Qualifying, slow down and return to the Pit Lane. Should a Red Flag be shown during a Race, return to the Grid, stopping short of the rear of the Grid and await marshal's instructions.

SAFETY CAR

The Safety Car will be available for all races as per Championship Regulations and will be used at the sole discretion of the Clerk of the Course, please ensure you have read and understand the Motorsport UK Safety Car Regulations.

The Safety Car will join the circuit from the 'back gate' on to the Cooper Straight just after Turn 3. The Safety Car will leave the circuit via the Pit Lane Entrance.

Should there be an incident on the starting grid, the Safety Car may lead the cars through the pit lane.

Once the incident is cleared the Safety Car will extinguish its lights approaching on the approach to Surtees (Turn 4). The Safety Car will then increase speed and enter the pit lane. Once the Safety Car speeds up it is then the responsibility of the leading car to control the pace. The leading car may increase speed in a smooth and progressive manner, without braking or sudden changes.

Once the Green Flag is waved to signify the resumption of the race, drivers are reminded that there is no overtaking or overlapping until they have crossed the Timing / Control line.

LIGHT PANELS

these light signals will take priority and may be supplemented with flags. For reasons of safety, in case of conflicting signals between the light panels and any flags displayed by marshals, drivers must comply with the requirements of the signal with the highest level of safety. In order of precedence:

Red Signal, Double Yellow Signal, Single Yellow Signal, Safety Car Signal, Green Signal.



CONTROL FLAGS

These flags (Black, Black & White, Black & Orange, etc) are shown from the Pit Wall at the control line on drivers RIGHT in front of Race Control. Where possible, messages will also be displayed on the Timing Screens and on the Digital Display Panel.

STOP/GO PENALTY AREA LOCATION

This area is located in the Pit Lane in front of the Race Control building.

TRACK LIMITS

Cameras are installed around the circuit. Instances of drivers exceeding track limits may also be reported by appointed Judges of Fact. Motorsport UK guidance is:

- a) In qualifying, running beyond track limits is likely to result in the loss of that particular lap time (note that a black & white flag signal need not be shown). This will occur on each and every occasion.
- b) In racing, running beyond track limits is likely to result in the following penalties:
 - Second occurrence: Black & white warning flag shown to competitor;
 - Third occurrence: 5 second time penalty;
 - Fourth occurrence: 10 second time penalty;
 - Fifth occurrence: Drive-through penalty;
 - Sixth occurrence: Black flag, and disqualification from race.

Any driver entering a gravel trap and then re-joining must avoid bringing gravel onto the racing line. Any driver ignoring this instruction may be penalised. In Qualifying, any car that drives through and out of a gravel trap must go directly to the pits to be checked before continuing the session.

TIMETABLE

We will endeavour to run the race meeting to the timetable, but we reserve the right to run up to 15 minutes ahead of schedule. Please keep an eye on the programme and listen out for paddock announcements.

Please ensure that you are in the right place at the right time for your sessions to help us maintain the timetable. But please be ready to go early! Remember, you can't win the race in Turn 1, Lap 1!

J Bennett

Josh Bennett

Clerk of the Course

British Automobile Racing Club