



Classic Touring Car Racing Club Drivers' Briefing Notes **Pembrey (National) - 17/18 May 2025**

Event: BARC HQ06

Date: 17/18 May 2025

Venue: Pembrey (National)

Senior Clerk of the Course: Dorothy Uwota

CTCRC Clerk of the Course: Andrew Outterside

Deputy Clerk of the Course: Karl Dyson

MANDATORY Face-to-Face Briefing: There are briefings on Saturday morning for all drivers. They will be held in Pit Garage 12 as follows:-

- Pre 83 - 08:05
- Thunder/BOSS/Pre 93/Pre 03 - 08:30
- Pre 66 - 10:00

Any novice drivers present should make themselves known to the Clerk before the briefing commences.

A fine may be applied for any driver failing to attend a briefing. **If you cannot make the briefing, please ensure you advise the CTCRC coordinator or Clerk before the briefing** to arrange for attendance at a separate briefing.

Final Instructions and this Briefing Note

This briefing note is for all drivers and is in addition to the **Final Instructions** – it does not replace them. 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-pembrey-may-17-18/>

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

CIRCUIT INFORMATION

Circuit Length: 1.46 miles.

Circuit Direction: Clockwise.

Pole Position Rolling Start: On the RIGHT.

Pole Position Standing Start: On the RIGHT.

Assembly Area: At the top of the inner paddock – see paddock plan – page 12 of Final Instructions.

Start Line: Just before the light gantry.

Finish Line/Control Line: same as Start Line.

Start Lights: Located on the gantry above the track to driver's right.

Warning Flags/Signals: Will be shown at the finish/control line.

Pit lane speed limit: 60 km/h (38mph) – please be aware of where the speed limit starts and ends.



Exit of Circuit and Parc Fermé: Exit the circuit to driver's right after Carter's Corner, you will then be directed to Parc Fermé.

Exiting the pits: Competitors must not exit the pit lane when the red light at the pit exit is illuminated. When exiting the pit lane, you must keep to the RIGHT when joining the circuit. You must be aware of faster cars on the right-hand side of the Cowles Straight approaching Turn 1. Similarly, cars on track should be aware that cars may emerge from the pit lane.

Pit lane entry: On the driver's right following the exit from Carter's Corner. Keep to the right and give a clear signal to warn any cars behind you that you intend to enter the pit lane.

QUALIFYING

For qualifying procedures see details in the **Final Instructions**.

Vehicles in the garages are to drive slowly down the pitlane, around the back of race control into the paddock to access the assembly area.

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

After taking the chequered flag, slow down, exit the circuit into the pit lane after Carter's Corner where you will be directed to Parc Fermé. 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 and the result of the second race will set the grid for the third race. Competitors who do not finish the first or second races may start the relevant second or third race from the rear of the grid in reverse order of retirement.

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

RACING - START PROCEDURE

Standing Starts - Pre-83 and Pre-66

- Vehicles in the garages are to drive slowly down the pitlane, around the back of race control into the paddock to access the assembly area.



- Cars will proceed from the assembly area to the grid and take their positions.
- Please note your position for when you return to the grid for the start of the race.
- Once the grid is in place there will be a countdown, indicated by the 1 minute and 30 second boards, followed by a green flag indicating the commencement of the formation lap. There will be a single green flag lap unless conditions dictate otherwise.
- Cars will return to the grid and take up their position.
- Once the grid is complete, the 5-second board will be shown.
- When the board is withdrawn the red lights will be switched on.
- The race will start when the red lights are extinguished between 2 and 7 seconds later.
- In the event of any starting lights failure, the starter will revert to the use of the national flag. The race will start on the downward motion of the national flag.

PLEASE NOTE - it is not permitted to carry out practice starts on the formation lap.

Rolling Start - Classic and Historic Thunder

- Vehicles in the garages are to drive slowly down the pitlane, around the back of race control into the paddock to access the assembly area.
- Cars will proceed from the assembly area to the grid and take their positions.
- Once the grid is in place there will be a countdown, indicated by the 1 minute and 30 second boards followed by a green flag indicating the commencement of the formation lap.
- If there are no incidents on the formation lap the lights on the Safety Car will be extinguished (normally along Speedway Straight) to indicate that the race is due to start. The Safety Car will then 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. If the Safety Car has exited the circuit the lead car will perform the role of the Safety Car and lead the pack round to reattempt the start.

Applicable to both Standing and Rolling Starts:

- Any driver unable to start the formation 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 formation lap.
- Any car removed from the grid or driven into the pits on the formation 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 formation lap, to the extent that all other cars are ahead of them, may complete the formation 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 (moving out of formation)
- accelerating away early or unevenly

END OF RACE

After taking the chequered flag, slow down and exit the circuit on the right following the exit from Carter's Corner, you will then be directed to Parc Fermé. 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.

LIGHTS / FLAGS

Light signals will take priority and may be supplemented with flags. There is a map included in the **Final Instructions** showing the location of the light panels – see page 18.

PLEASE NOTE - Red Flashing Light / Waved Red Flag:

- **IN QUALIFYING - return to the pit lane**, following the marshals' directions at all times.
- **IN THE RACE - return to the grid**, stopping short to enable the formation of any revised grid, following the marshals' directions at all times.

Explanations of the various light signals can be found in the **Final Instructions** – see page 17.

SAFETY CAR PROCEDURE

Yellow signals 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 exit approximately halfway along the Cowles Straight.** 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, normally along the Cooper Straight. 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.

***There is No Overtaking or Overlapping
until you have passed the green flag at the control line***

TRACK LIMITS

Judges of Fact will monitor various corners. The applicable penalties in qualifying and racing are set out in the **Final Instructions** – see page 5.

MANDATORY CAMERAS

You are reminded that **a working forward-facing camera is MANDATORY per Regulation 2.13 of the 2025 Classic Touring Car Racing Club Championship Regulations.**

Cameras provide a very useful addition decision making where there are racing incidents. It is often the case the most useful footage comes from the car behind that is not involved in the incident.

Competitors should check the following before the race weekend.

- **The SD card is cleared of old race footage, so the card only relates to the meeting.**
- **The correct date and time are set on the camera.**
- **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 and feel unable to get out of the car unaided, 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 of 5 mph 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 be present to 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/>

PLEASE NOTE your Championship Regulations at 3.6.1 state:-

“Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.”

Withdrawal from the Meeting

You are reminded that it is the competitor's responsibility to advise the Secretary of the Meeting if the 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 CTCRC Clerk of the Course, using the electronic form, which is available from the Secretary, Nicole Cummins - ncummins.barc@gmail.com

You are advised to bring a suitable laptop or tablet to enable the submission of protests or appeals. Please note time limits apply.

ANY QUESTIONS / QUERIES / ISSUES

Please speak to the Secretary of the Meeting, located in the office opposite the Scrutineering Bay, or alternatively Karl Dyson or me in Race Control. We can be contacted via the CTCRC Coordinators or, alternatively, the Secretary of the Meeting.

We wish you an enjoyable weekend racing.

Andrew Outterside
Clerk of the Course
aoutterside.barc@gmail.com

Karl Dyson
Deputy Clerk of the Course

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