

COMPETITORS' BRIEFING NOTES
FORMULA FORD, FIESTA JUNIOR, FUN CUP, FIESTA, DDMC
CROFT – 14TH/15TH MAY

On behalf of the BRSCC, welcome to Croft Circuit. These briefing notes are provided as the briefing for your championship or additional to your championship briefing. Please make sure you read all Briefing Notes, even if you have raced at the venue before. They are split into two sections; firstly, notes specific to the circuit/event, and secondly, general notes that apply to all events. These notes supplement the 2022 Motorsport UK Yearbook (The Blue Book) and the Championship/Series Regulations. Please ensure you have read the final instructions.

SPECIFIC CIRCUIT NOTES – CROFT

- This race meeting will be held on the full circuit at Croft; 2.1 miles in length.
- Unless on the track, a speed limit of 10mph applies at the venue, Internal or service roads may not be used to test race cars. The pit lane speed limit is 60kph.
- **Driving Standards** – Please remember to give each other 'racing room' – aggressive or 'pushy' driving/overtakes will not be tolerated. Back Markers – please be aware of blue flags – do not panic and stick to a line. It remains the responsibility of the faster driver to overtake safely.
- Prior to **qualifying**, please ensure that you report to the Assembly Area (adjacent to Turn 1) at least 20 minutes before your session, and in good time for noise testing. Cars will be released from there straight onto the circuit at Turn 1. Once released, join the circuit giving way to any cars already on track. Use that first lap to note the positions of the flag points and signalling lights, which may be different from any testing events **All competitors must complete three laps during qualifying.**
- **Leaving the circuit** - after seeing the chequered flag (track left), slow down to complete a full lap and leave the circuit via the pit lane entrance, returning to Parc Fermé (at the end of the pit garages) as directed by officials. Please do not take the chequered flag more than once – this costs valuable time!
- Prior to **racin**g, cars should again report to the assembly area and will be placed in grid order. Cars will be released onto the circuit at turn 1. The lap of the circuit from the Assembly Area to the grid will constitute the Green Flag Lap. Once the Green Flag lap is completed and all cars are on the grid the 5 Second Board will be displayed. The red lights will then be switched on. Between 2 and 7 seconds, the red lights will be switched off, signalling the start of the race. Fun Cup please see your notes for start procedure
- **Green Flag Lap** - Note that during green flag laps, **practice starts** (Q12.12) and excessive weaving (more than 50% circuit width) are specifically **forbidden**, and you must maintain your grid position. If you stall or spin off (or other) whilst on the green flag lap, and fall behind all other competing cars, you must remain behind those cars and start the race from the rear of the grid. **Unnecessarily slow** green flag laps may result in the race duration being reduced.
- **Start Lights** - these are located on a gantry above the grid. Once the 5 second board has been shown, the red lights will come on; the signal to start racing is the lights going out. In the case of light failure, the Union flag will be used instead. No team personnel are allowed on the pit wall for the start of the race. .
- **Safety Car** - may be used in the races only; it will be released from the Pit Lane Exit and leave the circuit via Pit Entry.
- **Track Limits – will be monitored at by Judges of Fact.** See overleaf for greater detail about exceeding track limits. Please note that no protest or appeal can be made against a Judge of Fact (G10.1.1 refers).
- **Live Recoveries** - are permitted at Croft, **but only at Turn 1**, which means that if a stranded car needs to be recovered, that may take place under 'local' yellow flags / lights - negating the need for a Safety Car period.
- **Notice Board** – all results can be found **HERE** and event bulletins can be found **HERE**.

GENERAL NOTES

- Please remember we are **Racing with Respect**, respect for each other so give enough racing room, respect for all the flags but especially the yellow flag, no overtaking, respect for all marshals and officials.
- Please also remember the penalties which the club can impose on anyone who cannot race or behave responsibly.
- Motor sport is strictly a **non-contact** sport. This includes 'rubbing' and 'bump-drafting'. All reports of contact will be investigated, using video evidence if necessary. **Any driver involved in any incident may not leave the circuit without the consent of the Clerk of the Course.**
- **Track behaviour** - reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated.
- Motorsport UK Yearbook **track limits** regulations (Q12.21.2, Q12.22.1, Q12.27) are summarised here:
- Track Limits will be monitored by Judge of Fact at
- Turn 2/3 Hawthorns
- Turn 9 Jim Clark Esses
- Turn 11 Sunny Out
 - a. In qualifying, running beyond track limits is will 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** occasion.
 - b. In racing, running beyond track limits is likely to result in the following penalties:

2nd occurrence:	Black & white warning flag shown;	3rd occurrence:	5 sec time penalty added;
4th occurrence:	10 sec time penalty added;	5th occurrence:	Drive-through penalty;
6th occurrence:	Black flag; race disqualification.		
- **Yellow Flag signals** - Yellow flags / lights are used to warn **you** of a hazard or danger ahead and are there primarily for the protection of the marshals handling the incident. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car (Q12.24.5.).
- **Red Flags / Lights** - As soon as these are displayed, reduce speed, and stop racing. In qualifying return to the pits, in the race return to the grid unless indicated otherwise. Again, overtaking is forbidden (Q12.24.3(j)).
- **Safety Car** - the procedures are detailed in the MOTORSPORT UK Yearbook (Q App 3); please ensure that you understand this fully before competing. Ensure that you bunch up as rapidly as possible, giving the marshals more time to sort out any on-track problems. Also remember that during the restart, overtaking/overlapping is prohibited until the GREEN FLAG at the start/finish line is crossed - this is extremely easy for us to check.
- **Retirements** – if you find that you need to retire your car due to a mechanical fault or another reason, please do your best to pull off in a safe place, close to a gap. These are identified by large markings on the barriers. Cars stopped in dangerous positions/hard to reach places could result in a red flag and loss of a session.
- **Parc Fermé** - after qualifying and/or racing, competing cars may be directed into parc fermé (including retired cars). Whilst in parc fermé, the following applies:
 - a. No work on the car may take place of any kind, including reviewing camera footage.
 - b. No team personnel, except the driver, may enter the area.
- Motorsport UK Yearbook J5.21 and Championship regulations 2.13 refer to in-car cameras; please review these sections. Note that failure to provide in car camera footage may lead to disciplinary measures. The onus is on **you** to ensure that the system is working correctly; and to identify any data cards used.
- **Only footage from cameras requested by the Clerk of Course will be viewed.** Drivers wishing to protest other competitor's actions must do so officially in accordance with C5.1.
- At the end of your races, please **wave to thank all of the marshals**; remember that they are all volunteers and give up their time freely and without remuneration.
- If you have any questions about these notes, or anything else concerning the race meeting, please contact me. I would much rather answer what might seem to be a silly question, than to have to summon you post-race.

Finally, may I wish you an enjoyable and successful weekend of racing.

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PIT WALL SIGNALLING POINT



CIRCUIT MAP

